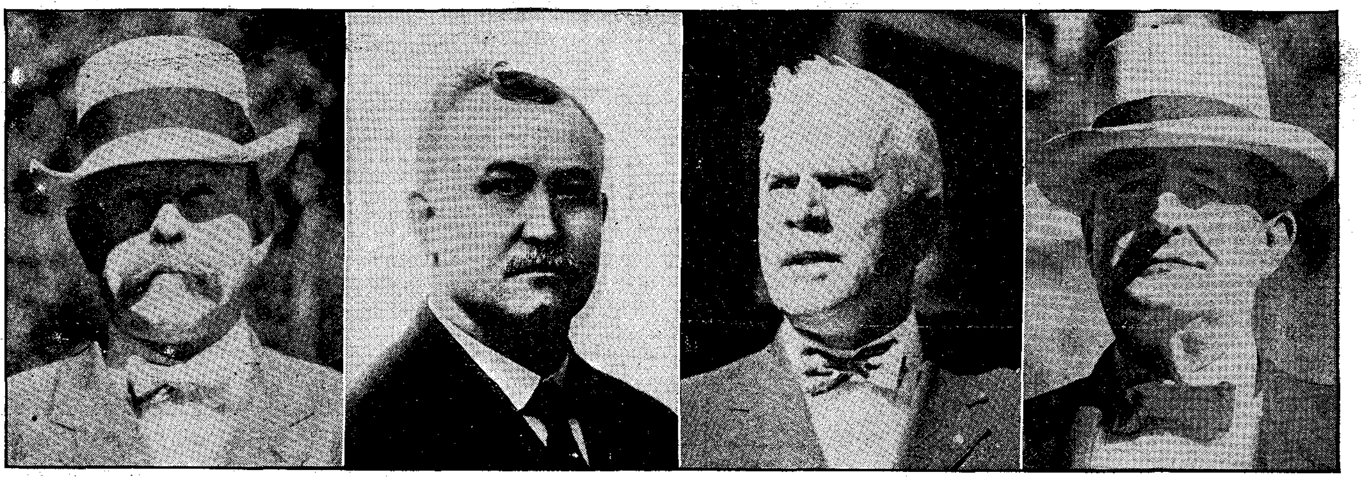
THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LXII, No. 7 New York, August 16, 1919 Whole Number 1530

TOPICS - OF - THE - DAY



Photographs copyrighted by the Ledger Photograph Service, Philadelphia.

T. E. SHEPPARD, of the Railway Conductors. WM. G. LEE, of the Railway Trainmen. WARREN S. STONE, of the Locomotive Engineers. TIMOTHY SHEA, of the Firemen and Enginemen.

"IN NO MOOD TO BROOK THE RETURN OF THE RAILROADS TO THEIR FORMER CONTROL"

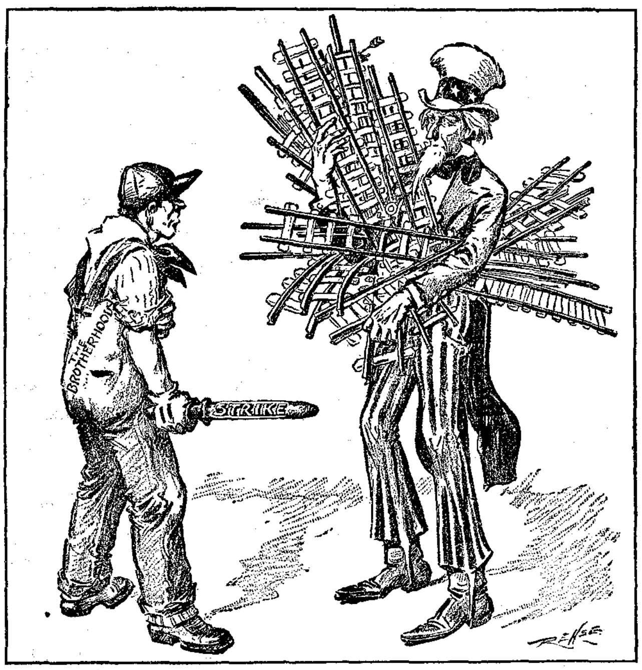
Are these spokesmen for the four big railroad Brotherhoods, so they are demanding public ownership of the roads.

RAILROAD LABOR REACHING FOR THE THROTTLE

TWO MILLION RAILROAD-WORKERS, backed by the other millions of the American Federation of Labor, serve notice on Congress and on the country that they "are in no mood to brook the return" of the railroads to private control, and propose a plan of government ownership whereby railroad employees will share both in profits and operation. The railroad Brotherhoods' plan would eliminate private capital from the railroad business, and its sponsors say "it marks the step by which organized labor passes from demands for wage-increases to demands that the system of profits in industry be overhauled." This Mr. Stone and the other leaders of railroad labor call "industrial democracy," but it does not seem very democratic to most of the editors of our daily newspapers as it first meets their glance. It is not democracy at all, declares the New York *World*, but "merely a new form of class industry, in which the public provides the capital and the workers take the profits"; "it contemplates collective ownership, but class operation and control, which is at the foundation of the *Soviet* system." "Bolshevism, pure and simple," is *The Evening Sun's* characterization of the plan, and the morning *Sun* thinks we should all "be sick with shame" that at a time when the eyes of the world are turned to this country for political and economic guidance and example "brazen politics should spatter that Bolshevik blot upon the legislative branch of the United States Government." The Boston *News Bureau* declares that the plan of the railroad-workers and their Plumb-Plan League "makes Congress a dummy" and "would make shipper and passenger serfs." Here, it says, "is a blow at the foundations of representative government," for "the high-handed attempt of perhaps 2,000,000 railroad-workers to dictate the railroad policy of the country for the other 98,000,000 of people is indefensible." Such government ownership as proposed in the Sims bill, says *The Wall Street Journal*, "is on its face complete politician ownership of the worst kind —and there is no good kind." It is more than a venture into radical socialism, thinks the New York *Times;* it is "a very long step toward the principles of Lenine and Trotzky and of *Soviet* government." Indeed, *The Times* finds the Brotherhood plan so "violently at war with all human experience and human reason" that it can hardly believe the Brotherhood chiefs to be in earnest, and reports a growing impression that they have simply brought this demand forward to frighten Congress into granting their new demands for a wage-increase.

But if we turn to the successive statements by Brotherhood heads and by Mr. Plumb, who worked out their railroad plan, we will note denials of revolutionary intent and an insistence that some such plan is absolutely essential for the reduction of the high cost of living and the successful operation of the railroads. Take, for instance, the first statement signed by representatives of the four Brotherhoods and a representative of the American Federation of Labor. It is first pointed out that higher wages mean higher prices, and higher prices call for higher wages, and "the vicious circle is infinite." So there must be some basic change and this "must begin with the railroads." Mr. Stone and the rest insist that they are simply "applying the principles to industry for which in international affairs the nation has participated in a world-war." They declare that the public would be protected, that labor would share in profits now going to Wall Street, and that there would be great savings through unification and efficiency, and, most important of all, they believe their plan "will reduce transportation charges in surprizing measure, and that it is the first and the most important step in any constructive effort to lower the cost of living." In a later statement the Brotherhood chiefs issue an appeal to the American people, declaring that tho they must demand further increases in wages, in order to exist under the present system, such increases would afford only temporary relief. But in their railroad plan they see an actual remedy for the economic ills of the day. "It is not to benefit labor as labor alone; it is to benefit the consuming public, of which labor at present is the audible part." The statement continues:

> "As the major part of the consuming public, labor is entitled to representation on the directorate of the public railroads; as a producer of capital it is entitled to representation on the directorate of the railroads. To capital, which is the fruit of yesterday's labor, we now propose to discharge every just obligation. We demand that the owners of capital, who represent only financial interest as distinguished from operating brains and energy, be relieved from management, receiving government bonds with a fixt interest return for every honest dollar that they have invested in the railway industry. We ask that the railroads of the United States be vested in the public—that those actually engaged in conducting that industry, not from Wall Street but from the railroad offices and yards and out on the railroad-lines, shall take charge of this service for the public.
>
> "These represent all the brains, skill, and energy that are in the business. They are entitled to that measure of control which is equal to their ability and their responsibility for operating the transportation properties. Then, and only then, will the service be primarily for the public, not primarily for profits to speculators and inflaters of capital. . . . . . .
>
> "The railroads are the key industry of the nation. They affect at once the price of every necessity. As increased transportation costs are reflected in the increased price of all commodities, so a reduction in those costs must be reflected by the reduced prices."



"GIVE ME THOSE RAILROADS!"
—Rehse in the New York *World*.

Sponsors for the Plumb plan outlined their arguments at great length before the House Interstate and Foreign Commerce Committee last week. In the course of a rapid-fire exchange of questions and answers, Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, indicated that the railway men for whom he spoke want profiteering stopt at once, that they do not believe the time to be yet ripe for the extension of the Plumb plan to other semipublic utilities, but they do believe that its success would undoubtedly tend toward its extension to other industries. They believe that the return of the roads to their owners or the adoption of any plan other than their own would result in the bankruptcy of the roads and a great financial panic. Mr. Stone does not expect any labor organization to strike simply to force the Plumb plan, but he does think some organizations will strike unless something is done immediately to raise wages or cut down the cost of living. And as he was speaking, it may be noted, thousands of railroad-shop workers were leaving their jobs over the protests of their union-leaders, and at the same time all the fourteen railroad unions were presenting a demand for an immediate wage-increase to the Director-General of Railroads. Turning to the question of industrial democracy, Mr. Stone declared that in this country "we have a democratic form of government but an autocratic control of industry." Now, he says, the workers demand that the "land of political freedom" become "the home of industrial freedom." As Mr. Stone concluded with a touch of almost religious fervor:

> "The machinery for attaining this result we believe is embodied in the plan outlined in the Sims Bill. . . . . . .
>
> "In this plan we raise the banner of democracy in control of industry, we advance to a new crusade with the faith of the Pilgrims, with the convictions of the framers of the Constitution, and with the hope of America for economic independence."

Frank Morrison, secretary of the American Federation of Labor, followed Mr. Stone. He voiced the belief of railroad-workers that the Government has not kept faith with them by increasing wages as fast as living costs have increased; that bonds could easily be floated to establish the Plumb plan; that the water should be wrung ruthlessly from the capitalization of the railroads, which would tend to reduce railroad-rates and thus help bring down prices; and that the success of the Plumb plan would extend the idea to other quasi-public industries. Mr. Morrison reminded the committee that the American Federation of Labor has long been on record in favor of government operation of public utilities. He declared emphatically: "I am here representing the American Federation of Labor, to testify that it stands behind labor's plan for the reorganization of the railways." He called the committee's attention to the fact that President Samuel Gompers, of the Federation, is honorary president of the Plumb-Plan League, which has been organized among all the railroad organizations and other labor bodies "to carry to the public and to Congress the principles of the plan now embodied in the Sims Bill."

The chief provisions of the Plumb plan as presented in the bill introduced in the House by Congressman Sims (Dem., Tenn.), are these:

1. Purchase by the Government of all the railroad systems on valuations determined finally by the courts.
2. Operation by a directorate of fifteen, five to be chosen by the President to represent the public, five to be elected by the operating officials and five by the classified employees.
3. Equal division of surplus, after paying fixt charges and operating costs between the public and the employees.
4. Automatic reduction of rates when the employees' share of the surplus is more than 5 per cent. of the gross operating revenue.
5. Regional operation of the lines as a unified system.
6. Building of extensions at expense of the communities benefited, in proportion to the benefit.
7. Payment for the roads made through government bonds bearing 4 per cent. interest.

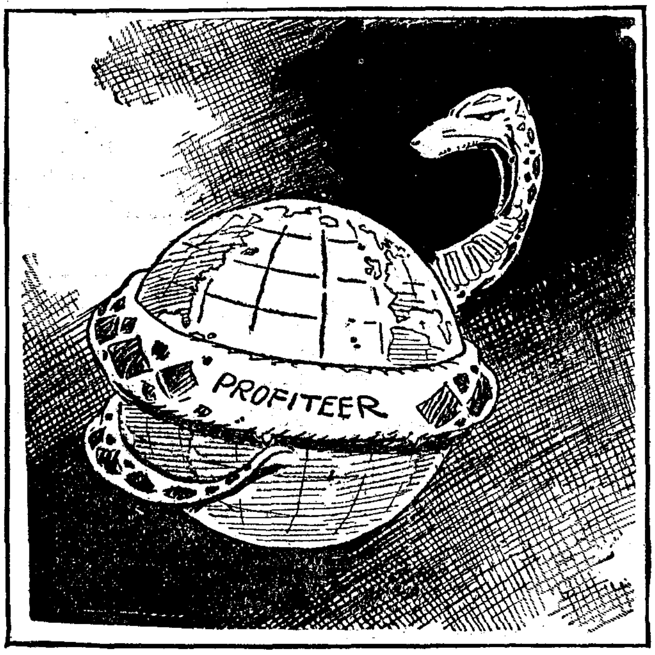
Mr. Glenn E. Plumb, who is the counsel for the Brotherhoods and the originator of the plan which bears his name, declares that it has behind it at least 6,000,000 men in labor organizations, farm organizations, and other associations. He has asserted his belief that the result he seeks can be consummated by an appeal to public opinion, which will force the acceptance of the plan by Congress. The difficulty with all the other railroad plans which have been advanced is, according to Mr. Plumb, "that it is their object to increase the earnings of railroad securities." None of these plans is feasible now, says Mr. Plumb, "because the railroads have overcapitalized the future to such an extent as to make it impossible for the present to bear the burden." Mr. Plumb told the House Interstate Commerce Committee that labor had learned that the "wrecking and looting" of roads like the New Haven and the Rock Island were "not sporadic examples of the highway robbery to which the American nation has been subjected as to its public transportation highways," but part of a great and "systematized plundering." In an article in *Reconstruction* (New York), Mr. Plumb defends his plan at length, declaring that the cost of capital would be fifty per cent. less than under private ownership; that efficient employees would receive "fair compensation in addition to their wage, commensurate with the economies which they effect"; that the public would be protected "against constantly increasing cost of public service"; that the investor would have a guaranty of his investment and of an adequate return; and finally, "by this plan of mutual organization we give to the community, to the wage-earner, and to management an equal voice of authority in the direction of the industry."

Such is the railroad men's plan for healing the sick railroads as seen by those who have compounded the prescription, but those railroad managers and officials who care to comment for publication can see little in it. "The plan of the Brotherhood leaders means government ownership with labor organizations as partners without liability, which will work out to a sacrifice of efficiency and result in hopeless confusion," says President E. E. Loomis, of the Lehigh Valley Railroad. President Ripley, of the Santa Fe, calls it "the wildest scheme of all." Mr. T. DeWitt Cuyler, chairman of the Association of Railway Executives and a Pennsylvania director, declares himself absolutely opposed to the Plumb plan as "neither feasible nor in the interests of the people of the country." The New York *World* quotes a number of bankers and brokers who declare that the Plumb plan is impracticable from the financial view-point, and that under it the railroads would deteriorate until service became "impossible." A group of Boston business men passed resolutions characterizing the Plumb plan as "the most serious menace to the welfare of the nation of any legislation presented to Congress since we became a republic." A Boston banker quoted in the Boston *News Bureau* declares that the Plumb program will mean the freezing out of "every claim for capitalized improvements out of earnings," and that the "efficiency" to be introduced will be of "the sort the country has had its fill of in the train service of recent months." The New York *Journal of Commerce* has interviewed a number of members of such organizations as the New York Produce Exchange, who denounce the Plumb plan "as bad economics." One business man believes it would be impossible to finance the roads under the Plumb plan. As *The Journal of Commerce* paraphrases his words:

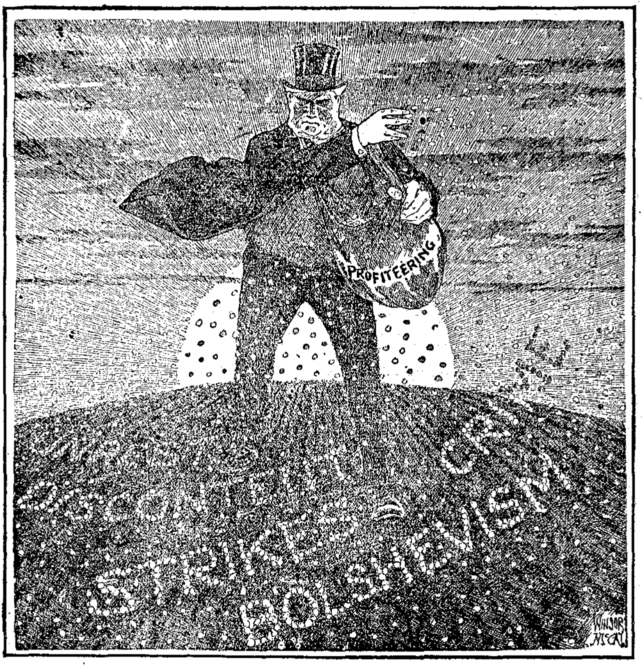
> "That the Government would find it impossible to float another twenty billions in bonds at four per cent. in addition to the present debt of twenty-five billions. Owners of railroad securities paying from seven to ten per cent. would refuse to exchange them for bonds at four or four and a half per cent., and under the Constitution there is no power to force them to make the exchange."

Financial journals like *The Wall Street Journal*, New York *Journal of Commerce*, New York *Commercial*, and Boston *News Bureau*, echo these criticisms. *The Wall Street Journal's* opinion is "that, with the Plumb plan in effect, the country would be helpless to interrupt a continuous round of wage-increases, rate-advances, and government deficits. Only the voluntary forbearance of the railroad unions would set the limit." The New York *Times* disapproves of the plan of the Brotherhoods, among other reasons because it "commits the railroads into the joint control of politics and labor." "The government-appointed members of the board would inevitably at all times be most solicitous to placate the labor members, and the two elements together would control railway policies." Just as now, the taxpayers would be called upon to make good an enormous deficit, only—"instead of a billion or so a year, the cost assessed upon the taxpayers would rise to two or it may be to three billions a year, and for a service far inferior to that under private operation." In a leading editorial, the Boston *Herald* thus discusses the national crisis which it believes has been precipitated by the railroad men's demands:

> "If the trainmen can decide that they would rather work for an easy boss, with no limits to what he can pay, except the taxing resources of the Republic, other great groups can do the same thing. The Government can not only run the railroads, but the steel-mills and the shoe-factories. It can do the retailing. It can run the packing-houses and the retail-markets, and the thousand other enterprises. We should lurch into a socialistic state for which our form of government is the least adapted of any in the world."



—Orr in the Chicago *Tribune*.



Copyrighted by the International Feature Service, Inc.

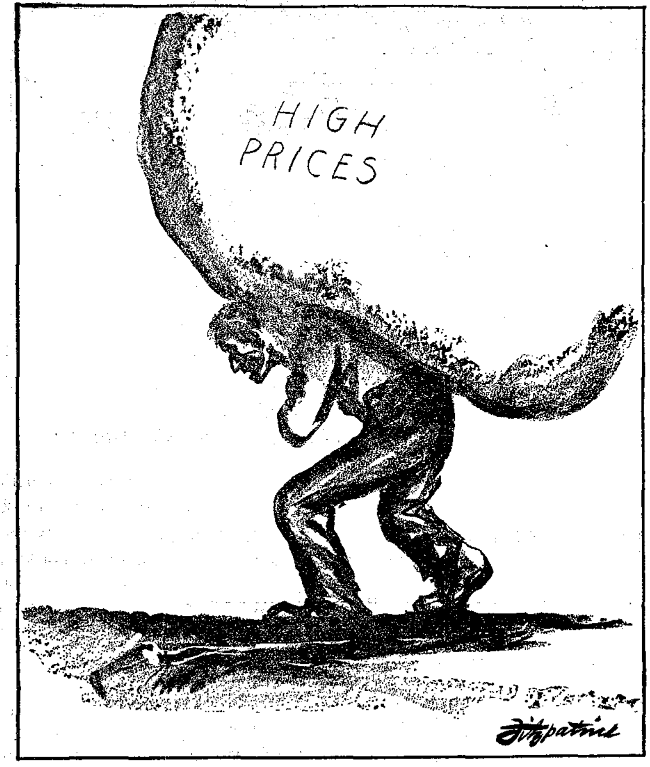
THE SOWER.

—McCay in the New York *American*.

THE PROFITEER AS A WORLD-MENACE.

THE ONSLAUGHT ON HIGH PRICES

STARVATION HAS BEGUN, we are told in official reports on conditions brought about by the high cost of living. According to the Children's Bureau connected with the United States Department of Labor, 6,000,000 American children are underfed. The New York City Board of Health finds numerous poor families giving up meat, giving up butter, giving up eggs. William G. Lee, president of the Brotherhood of Railway Trainmen, says there will be "Hell to pay in this country" unless affairs take a turn for the better. Senator Capper, of Kansas, predicts "some kind of a bust-up." The Richmond *Times-Dispatch* exclaims: "If hunger leads to Bolshevism, how doubly dangerous must that leadership be when that hunger exists in a country that has bumper crops and whose storehouses are full to bursting." Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, tells the House Interstate and Foreign Commerce Committee that "unless Congress or some one else finds a solution in the next few months to the present situation, we are going to see the worst time in the history of this country. It might be before we get through we would advocate a firing-squad for some people." The Governors of several States are promoting investigations which, it is hoped, will reveal the causes of the phenomenal rise in prices and point toward remedies. Attorney-General Palmer promises to bring suit against the Big Five packers under the antitrust laws. President Wilson in an address to Congress has set forth his ideas regarding the problem and its solution. No one in Washington appears at all passionately concerned about the Peace Treaty, now, or about the League of Nations. A single gigantic issue overshadows everything else, and the press reverberate with denunciations, constructive suggestions, and reports of anti-profiteering campaigns. Here and there we find comment on results actually attained. Says the New York *Evening World*: "At the first sign of change in the legislative tone at Washington, prices of corn, pork, and cotton begin to fall. The profiteers, noting an indication of a shift in the propping-up policy, which has prevailed ever since the armistice, make haste for cover." Continuing, the paper declares:



ALL THE TRAFFIC WILL BEAR.
—Fitzpatrick in the St. Louis *Post-Dispatch*.

"All that is really wanted to adjust prices to fit pockets is a restoration of competitive conditions in store and factory. The Government destroyed competition at the outset of our entry into the war by furiously bidding up the prices of commodities and labor. Since hostilities ceased the endeavor has been to hold up when it should have been to let down. In seeking to avoid an inflation of currency we have had an inflation of values. Low-priced currency can in time reach par; high prices do not come down as gracefully. The economic effect of each condition is about the same.

"That competition will assert itself if not interfered with has been proved over and over again. Good prices increase production and increased production reduces cost. Plenty and fair prices produce the widest general prosperity. To meddle with natural laws is to breed evil consequences, plenty of which are now in prospect."

In the same column of the same newspaper we note an admission that considerable mystery nevertheless enshrouds the present situation, especially as concerns the packers, and it appears to *The Evening World* that their efforts to clear themselves are hardly of a soul-satisfying nature. The St. Louis *Star* goes further and denounces "the private control by five interests of almost seventy-five per cent. of the meat supply," and resents the "czarism" that forces us to "pay prices fixt by artificial and unregulated profiteering."

That the actual profiteer is the retailer many victims believe, and the Socialist New York *Call* "has decided to devote space each day for two weeks for the wage-earners of New York to tell how they have been robbed." Meanwhile the Spokane (Wash.) *Spokesman Review* discusses the experiment with a municipal store at Houston, Tex., and the Kansas City *Post* relates how Chicago women have been camping on the trail of the profiteer:

"First, these women obtained from butchers and grocerymen—retail dealers—a statement that from four to eight cents a pound on meat is a fair profit for the retailer.

"Secondly, they obtained current wholesale price-lists from the packing houses. Then they posted that price-list alongside of the retail prices, and, according to Chicago reports, here is what the women found:

"That instead of the five-cent profit the retailer said he ought to make on a pound of leg of lamb, he was actually making ten cents; that instead of making seven cents on lamb chops, the retailers were averaging twenty-five cents; that instead of a seven-cent profit on a pound of veal, they were clearing twenty cents, and so on through the meat list—these items being used merely by way of illustration.

"And, on green stuff, the dealers were found to be reaping an equally rich harvest. Cantaloupes costing six cents retail at eighteen cents minimum, and in some cases as high as twenty-five cents; tomatoes bought, by the retailer at five cents a pound sell for thirty cents a pound, and so on."

According to the Pittsburg *Leader*, the chief offender is not the retailer, but the middleman—

"As a matter of fact, these wholesalers and jobbers are THE MOST GUILTY of all. They PRODUCE NOTHING, create nothing, but TAKE TOLL ON EVERYTHING. They are the REAL PARASITES who stand between the producer and the consumer and wax fat on the intermediate profits."

The New York *Sun* is convinced that the first essential toward remedying the high cost of living is a cut in grain prices. Congressman Igoe would "stop profiteering, not only in food supplies, but in shoes, clothing, and, in fact, everything else, by taxing the extortions of the profiteer." In many quarters, a certain measure of relief is looked for from the sale of army food, and the moral effect, it is thought, may be considerable. As the Indianapolis *Star* contends:

"The evidence brought out at the hearing of a House subcommittee investigating War Department expenditures that almost 400,000,000 cans of vegetables, salmon, and pork and beans were withheld from the market in order that prevailing prices might be maintained is not calculated to allay the growing indignation sweeping the country over the exorbitant values put on all the necessaries of life. Testimony was presented showing that the Quartermaster-General's Department had planned to offer the big army surplus to the public, but that the canners previously had prevailed upon Secretary Baker to withhold this supply until after the present canning season."

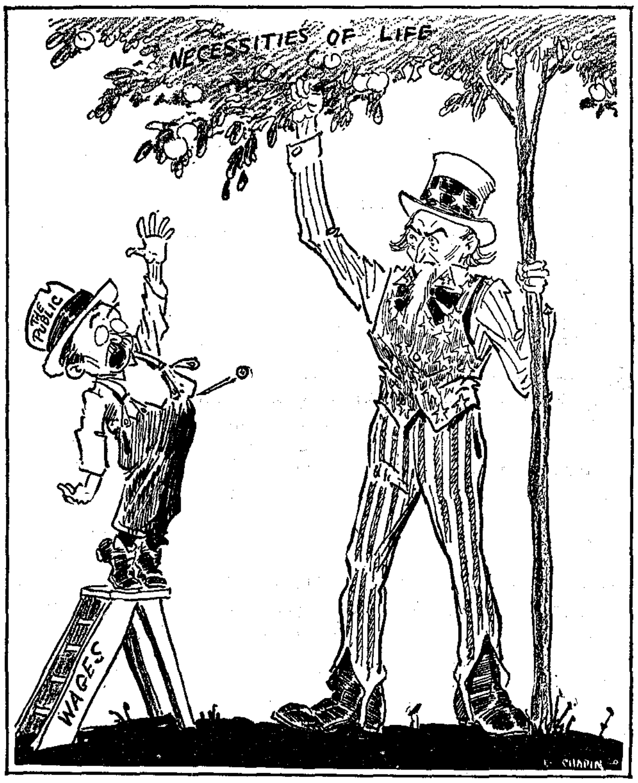
However, the Columbus (Ohio) *Dispatch* fails to see how the sale of army food can alter the situation very strikingly in a material way:

"Something over a hundred million dollars' worth of this food is held by the Government—a dollar's worth per inhabitant. If it were given to the public it would save but a trifle per family. Throwing the government food upon the market is not the solution of high prices, whatever immediate and temporary relief might result therefrom."

In launching his campaign against high prices, Governor Cox, of Ohio, assails the holding of food in cold-storage warehouses for the purpose of keeping up prices, and the Baltimore *American* says that—

"When the cold-storage process becomes a machinery in the hands of conscienceless food barons who use the machinery to manipulate handling processes and boost prices—it is certainly time that the general public should be demanding investigations that will not be shams, but that will be aimed to get the culprits, and that will get them."

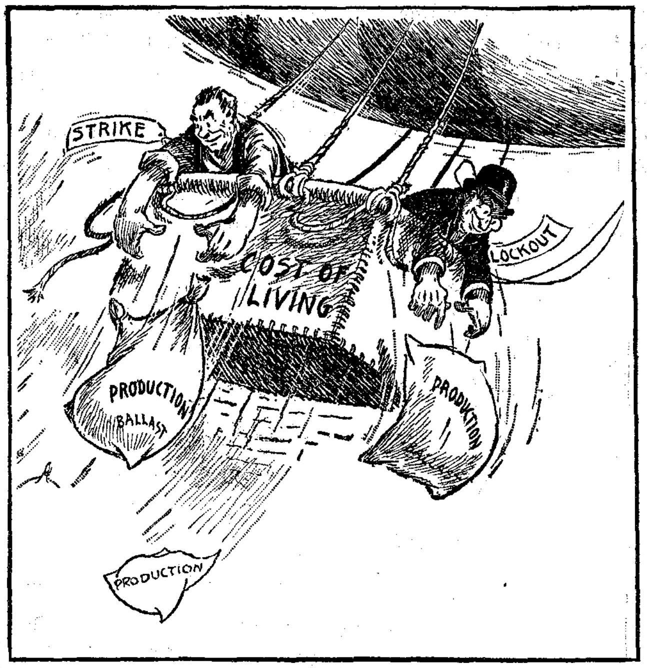
But the prices of commodities that are strangers to cold storage have likewise soared, and it is sometimes difficult to see why. Congressman Huddleston, of Alabama, says that the coal men "filled their pockets during the war, and they want to continue their profiteering in times of peace. There is a wide-spread propaganda on foot urging the people to buy coal at present prices. They are trying to scare the people with threats of shortage because they fear holding off of buyers will force prices down." There has been an enormous increase in the price of shoes. THE LITERARY DIGEST recently gave the shoe-men's explanation, but a report by the Federal Trade Commission complains of the "excessive profits taken by every factor in the shoe-production industry."



"BEND IT OVER SO I CAN REACH IT."
—Chapin in the St. Louis *Republic.*

It is a rather impressive fact that among the remedies for the high cost of living in general suggestions favoring a cut in wages are conspicuous by their absence. The New York *Evening Post* observes:

"What labor resents is that it should be the first to be called upon for sacrifice, that the pay-envelop shall be thinned before the grocer's bills have demonstrably been reduced. This states the problem for the enlightened leader of industry. Granted that lower prices can not be attained without reducing the cost of production, it is still his duty to exhaust all other means of cheaper production before calling upon labor to contribute its share. The enlightened manager of industry will first search for economies elsewhere: in reduced costs of management, in a more equitable distribution between profits and wages, but, above all, in a greater efficiency of production."



ANOTHER MISTAKE.
—Brown in the Chicago *Daily News.*

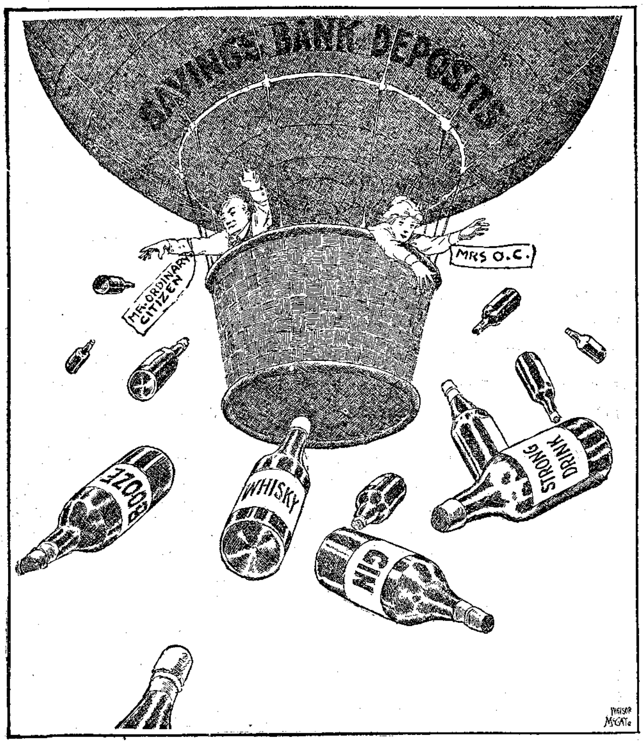
Certain papers, among them the Rochester *Post-Express*, the Louisville *Evening Post*, and the Baltimore *American*, see a remedy in increasing the volume of production. This would bring "an immediate reduction of prices without loss of profits," we are told. A further remedy, according to the Chicago *Tribune*, is to refuse to purchase at high prices. Go without. So far as is possible, persist in going without. Rebuking our untimely extravagance (itself held to be a leading cause of the rise in prices), *The Tribune* says:

"The testimony of merchants is that despite high prices the American people are spending money on a much larger scale and for much more expensive articles than ever before. It is described as a period of 'frenzied buying.' The old restraints seem to be thrown aside, and money is appreciated only as a means to indulge in some new extravagance. . . . . . .

"After the Great War it was inevitable that prices should be high. The great waste of materials, the diversion of man-power to non-productive activities, the inflation of credit and currency, and the general rise in wages necessarily have their effect in raising the scale of prices. But the frenzied buying of which we have spoken has immensely stimulated the upward-price movement. A large part of the so-called profiteering is unquestionably attributable to the fact that the public itself has tempted the producer, the manufacturer, and the retailer to boost prices.

"It may be asked how retrenchment in the purchase of non-essentials can have any effect on the price of necessities such as food and clothing. Well, for one thing, if the atmosphere of frenzied buying is removed we think prices are more likely to go back to something like a normal level; certainly they are not likely to otherwise. But more important is the fact that every cent that is spent for non-essentials constitutes a diversion of our national energy from the production and distribution of the absolute necessities of life. If we ask the baker to spend a large part of his time making fancy pastries, he can not produce as much bread, and he will have to charge more for it.

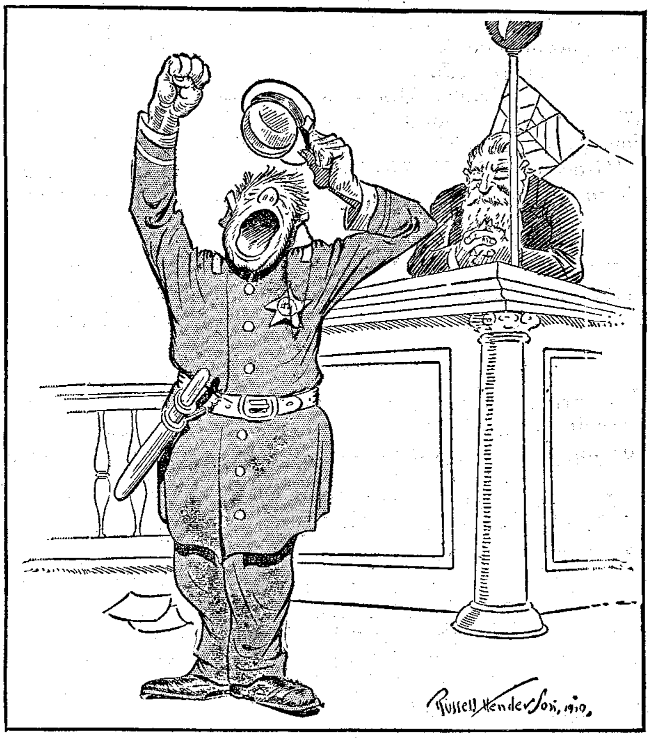
"One remedy for high prices lies in the hands of the public, and it is—thrift."



Copyrighted by the International Feature Service, Inc.

OVERBOARD WITH THE BALLAST.

—McCay in the New York *American*.



"OH, HO, HUM! NO BEER, NO WORK!"

—Henderson in *The American Issue* (Westerville, O.).

THE BRIGHT SIDE OF PROHIBITION.

FIRST MONTH OF "WAR" PROHIBITION

"IT WAS NOT, strictly speaking, a dry month," admits one of the stanchest journalistic upholders of complete dryness, and the advocates of dampness openly scoff at the sort of "prohibition" that, so far, has been with us. Nevertheless, city after city reports "a noticeable decrease in crime of all kinds," arrests for drunkenness have "fallen to almost nil," and banks and business houses in at least two large cities are said to be doing an increased business. It is true that one newspaper cynic remarks, "Four weeks of prohibition, and the millennium not here yet!" On the other hand, the end of the world, freely prophesied as a result of the dry wave due to strike on July 1, seems to be quite as far off as the millennium. "The real test will come when prohibition goes into final effect, and the stock in hand is drunk," the New Orleans *Item* reminds us. "This will be the test of American sentiment on general drought—the test whether the American people really want drought or only think they do."

In the meantime, however, there is abundant lively testimony as to the operation of the drought "with a leak in it," that has been on trial for the past few weeks. From San Francisco comes this report as prepared by the San Francisco *Chronicle:*

> "The effect of the first month of prohibition in California has been to cut the total number of arrests for all offenses by two-thirds, and, according to the best available data, to decrease crime and increase happiness everywhere.
>
> "While statistics show a material lessening in the number of persons hailed into the police courts and cold figures tell of the decrease in crime, the reports of chief interest come from restaurants and ice-cream parlors, where the receipts have gone up by leaps and bounds. The pastry-shops throughout the State report abnormal business, and the purveyors of sweets say that never has there been such a demand for candy, ice-cream, and sherbets.
>
> "While the arrests for drunkenness have fallen down to almost nil in the larger cities, there has been a noticeable decrease in crime of all kinds. There have been less killing, less stealing, and less petty crime activity than ever before. True, the coroner of San Francisco reports an increase in the number of suicides, and there has been bootlegging in the city, but the activity of the agents of the Department of Justice has discouraged this line of activity in wet goods, and it has been practically stamped out."

The San Francisco *Bulletin* presents figures for the principal cities of California giving the total arrests for all offenses for July, 1919, and the same figures for July, 1918. This comparison, which amply bears out *The Chronicle's* report of a general decrease of crime throughout the State, runs as follows:

	1918	*1919*
San Francisco	3,844	1,820
Oakland	1,060	576
Los Angeles	3,078	4,038
Sacramento	352	98
San Diego	581	157
Fresno	393	132
Stockton	451	115
San José	98	59
Total	9,857	6,995

The reason for the increase in the case of Los Angeles, *The Bulletin* points out, is to be found in a campaign against automobile offenders which has been stringently conducted in that city. As for the state of affairs in San Francisco, the report runs:

> "One month of prohibition has not had a visible effect on the social or commercial life of the people generally.
>
> "While the cafés have been enabled to hold on through the bring-your-own liquor privilege, the less fortunate saloons have been hard hit and practically all of the famous temples of Bacchus in San Francisco have given up the ghost and closed their doors.
>
> "There have been some reports of added cases of drug addicts in the emergency hospitals, but taking the situation as a whole, there seems no question but what the cutting off of the liquor supply has done much for the morals of the State."

From Wisconsin comes the report of the Milwaukee *Journal* that "the knock on the head given John Barleycorn has, according to statistics, reduced 'drunk and disorderly' trials all over the State and completely killed them off in some cities." In Chicago, according to the Chicago *Tribune*, all phases of crime showed a decrease except murders, which remained stationary, and assaults, which showed a slight increase. "The most remarkable falling off," according to this report, "was in the number of non-support complaints." In Philadelphia, according to *The Public Ledger*, "prohibition on trial is making out an excellent case for itself." *The North American* gives some details:

> "Police of this city report a much smaller percentage of arrests for crimes of all kinds. A police matron who, during her years of service, has had 8,000 women and children under her care, many of whose criminal acts are attributed directly to drink, says the July number this year, is away below normal.

"The inebriate ward at the Philadelphia General Hospital, which accommodated 3,481 cases in 1917 and 2,326 in 1918, closed its doors in July.

"The Philadelphia House of Correction at Holmesburg had 302 men and 226 women inmates July 27. This month in previous years brought an average of 1,000 men and 300 women.

"Grocery and dry-goods stores report a marked increase in the sale to housewives since July 1. Banks say many new accounts have been opened by persons of moderate means."

Boston has much the same story to tell. Fewer arrests, less illness, and "fewer accidental suicidal deaths traceable to the excessive consumption of alcoholic drinks," are reported by the Boston *Globe*, which continues:

"A striking example of the effect of prohibition among women is seen in the women's session of the Boston municipal court any morning. Instead of the usual twenty-five or thirty women in the dock to answer to drunk charges, there are frequently none at all.

"Concerning suicides, the Boston Police Department records show that there has been a reduction of 50 per cent. in self-inflicted deaths compared with July, 1918. Accidental deaths among intoxicated persons have markedly diminished also. The number of arrests for drunkenness are fewer by five-sixths than during July, 1918. The prophesied increase in the number of drug addicts has not come true, according to Health Commissioner Woodward, since the advent of prohibition.

"Conditions in Boston are, generally speaking, typical of the entire State. In Lowell they have closed up their jail because of the lack of prisoners."

For New York *The Tribune*, on the basis of figures prepared by the Police Department and some of the larger detective agencies, reports a decrease of fifteen per cent. in crimes of all kinds as compared with July, 1918. The stores, however, are said to notice no effect on trade, the banks no increase in savings, and the whole "social effect" is called "slight." An increase in the use of drugs is noted by the Health Commissioner, and police officers say that drugs as a substitute for liquor make criminals harder to catch. Prohibition, according to some "anti" authorities, is killing the city as a big shopping center. *The World* presents a few miscellaneous effects of "war" prohibition in the metropolis:

"It is impossible to buy whisky unless you have money.

"Scotch and cocktails are served in coffee-cups.

"'Sherry' is the new trade-name for ardent spirits.

"The large hotels are keeping strictly to the law, but there is always a place near by.

"One restaurant which made a specialty of wines is losing $1,000 a day.

"At one restaurant cocktails may be had in the telephone-booth.

"Free lunch has been reestablished on an elaborate scale.

"The savings-banks report business about normal.

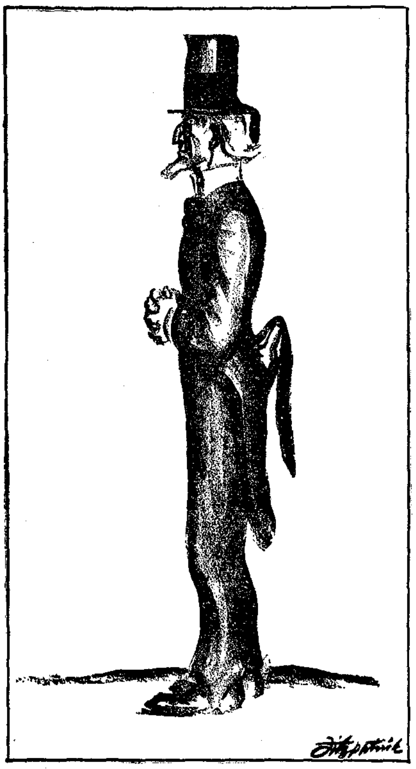
"A leading pawnbroker notes a slight improvement.

"Domestic strife as revealed in the Domestic Relations Courts continues without armistice.

"Bellevue Hospital reports an increase of cases in the psychopathic ward for July, 1919, over July, 1918. Other hospitals note little change."

The Christian Science Monitor (Boston) concludes a review of the first month of an admittedly wettish drought with the reflection that—

"One month of prohibition may not make a dry nation, any more than one swallow makes a summer, or a drunkard, but the first effects of the dry law, in spite of all adverse conditions, are definitely and unmistakably good. They give promise already of vast improvement throughout the country when the new law has had time to exert its full effect."



SAMUEL.

—Fitzpatrick in the St. Louis *Post-Dispatch*.

OUR FLAG ON THE SEVEN SEAS

UNDER THE PRESSURE OF WAR, Uncle Sam has become "a great shipping-master"; in less than two years, the Boston *Post* remarks, he has jumped "from near the foot of the marine ladder to a position challenging the commercial supremacy of Great Britain." The Boston paper knows of "no sea achievement surpassing this in the maritime history of nations." To-day we have "American ships manned by American crews with an American registry and under the American flag on every trade-route, reaching every port of the globe." The Philadelphia *Inquirer* now looks confidently ahead to a future for the American flag on the sea worthy of its glorious past. A few days ago Secretary Daniels said:

"We will build a merchant marine which shall carry our commerce to the ends of the earth; which shall once more place our flag in all the sea-lanes of trade; which shall carry American-made goods, in American-built bottoms, manned by American sailors. We will see to it that the heritage of the last century is not cast aside. We will never again permit the trade of this nation to pass into the hands of others."

The Secretary's words are made good, editors agree, by the recent announcements of the Shipping Board that contracts for ship-building placed and pending call for the spending of about $200,000,000 and the use of a million tons of steel. Even more important, as indicating the development of a new ocean-borne trade, seems the statement from the Shipping Board to the effect that it now has 829 ships of 4,248,973 deadweight tons engaged in general commerce, exclusive of 2,500,000 tons still in war and relief service. During the last six months sixty-two regular general-cargo-liner services in trade-routes have been established, employing 174 steamships of 1,351,305 tons. The rest of the fleet is engaged in general cargo and tramp service. As the Shipping Board announces:

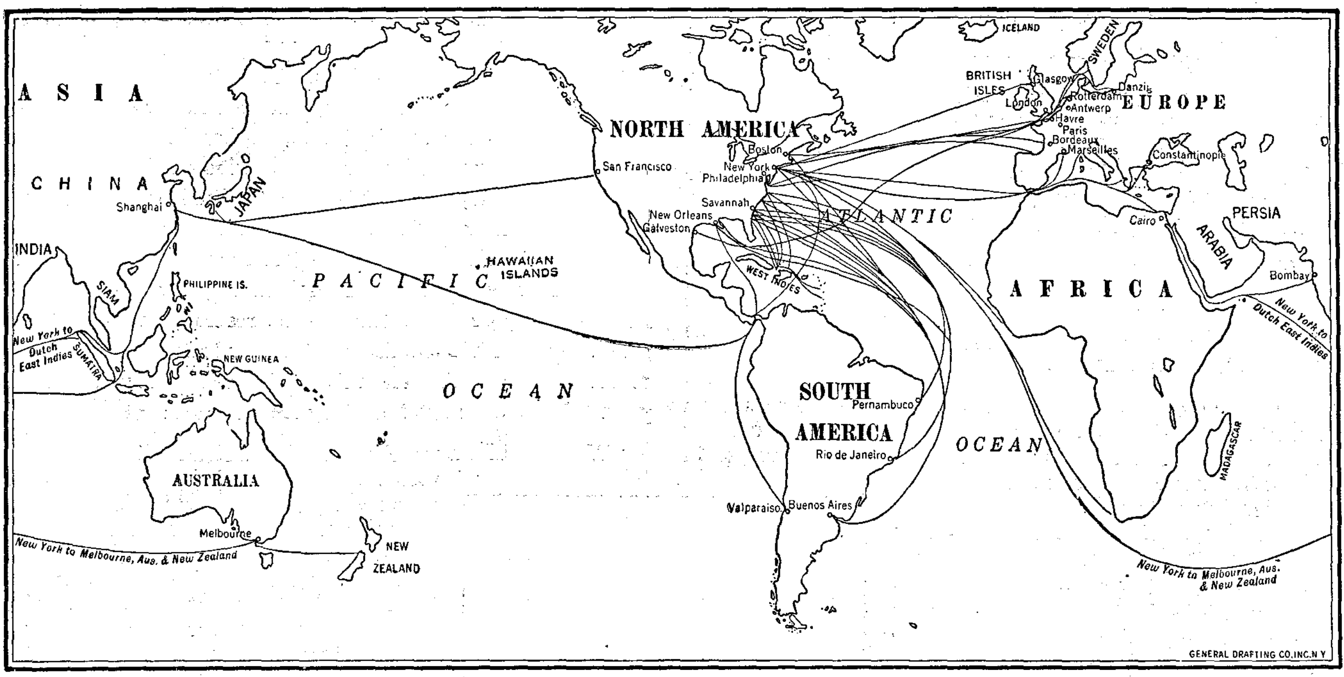
"Regular cargo-liner services now in operation from the United States reach every quarter of the globe, and there is not a port of entry in the world that is not served better from this country by these regular liner services than by any other means of overseas transport. . . . .

"There is no reason to-day why American merchants and manufacturers should not send their products overseas at prevailing freight-rates by American ships sailing under the American flag, and no excuse for their not doing so."

From this "great hour," comments the Savannah *News*, "American ships, manned by American seamen and directed by American companies, will fetch and carry more and more of the trade between this country and every port on earth that is open to commerce." And *The Press* of the same city remarks:

"If the war has done nothing else for America that is substantial and lasting for good, it has taught us how quickly we could become a ship-building instead of a ship-chartering nation. The American flag has found its way again upon the seas and it is likely to remain there of its own force and without a continued government subsidy that so many people thought would be necessary to establish and maintain a great fleet of American vessels. . . . . .

"American capital has tasted of the profits of the sea. American mariners have traveled the waters of the world, American seamen have learned the importance of their calling, and American enterprise will keep the flag flying where it has been hoisted during the period of the war. We are going to lead in


A S I A
C H I N A
Shanghai
JAPAN
INDIA
SIAM
PHILIPPINE IS.
New York to Dutch East Indies
SUMATRA
NEW GUINEA
AUSTRALIA
Melbourne
New York to Melbourne, Aus. & New Zealand
NEW ZEALAND
P A C I F I C
O C E A N
HAWAIIAN ISLANDS
NORTH AMERICA
San Francisco
Boston
New York
Philadelphia
Savannah
New Orleans
Galveston
ATLANTIC
WEST INDIES
SOUTH AMERICA
Pernambuco
Rio de Janeiro
Buenos Aires
Valparaiso
OCEAN
ICELAND
BRITISH ISLES
Glasgow
London
Rotterdam
Antwerp
Danzig
SWEDEN
EUROPE
Havre
Paris
Bordeaux
Marseilles
Constantinople
Cairo
PERSIA
ARABIA
Bombay
A F R I C A
New York to Dutch East Indies
MADAGASCAR
New York to Melbourne, Aus. & New Zealand
GENERAL DRAFTING CO.INC.N.Y.

NEW TRADE-ROUTES THE WAR HAS GIVEN US.

The Shipping Board has established regular cargo service with one or more American steamships on each of the sixty-two routes from American to foreign ports indicated by the lines on the map. This is in addition to its large tramp fleet and the service given by private concerns.

ship-building as we now lead in so many other things of world-wide interest and importance."

In view of the demand from so many quarters for the expansion of our commerce with South America, it is interesting to note that nineteen of the Shipping Board's new trade-routes, as the accompanying chart shows, are between South-American and United States ports. New York alone has, under the Shipping Board's arrangements, no less than sixteen ships running to Argentina, while every one of our chief Atlantic ports is given a share of the South-American trade. While we may have but an academic interest in the German indemnity, it seems to the Lexington (Ky.) *Herald* that "one of the rich prizes of the war falls into our hands in the shape of a large share of South America's commerce." *The Herald* comments:

> "What the Monroe Doctrine was designed to prevent in the political sphere was being rapidly achieved in the economic sphere by German aggressiveness in overseas trade and commercial colonization. We are the natural heir to the great trade empire to the south lost by Germany as a result of the war. The Shipping Board, which stands out as perhaps the most efficient of all of the organizations brought into existence for war-purposes, is showing a keen appreciation of this situation, and in its extensive plans for adequate means of transportation and communication with South America, it has taken the steps necessary to secure to us a large share of this trade. . . . . . .
>
> "Not less important than the steps taken for trade-routes to South America is the establishment of steamship lines from our Pacific ports to the ports of the Orient. We will no doubt have immediately a larger volume of trade with South America, but the Pacific must be an increasingly important theater of the world overseas trade. Ultimately the East will offer even a greater market than South America, but it will be slower developing."

The news that the Shipping Board intends to build four huge oil-burning passenger-liners of 55,000 tons each and fifty feet longer than the *Leviathan*, and capable of crossing the ocean in four days, thrilled many an editor. Nothing, in the Des Moines *Register's* opinion, will help more to keep us at the top as a maritime Power than the possession and operation of such liners. When they come they "will mark in sea-travel the epoch of the passing of the palm in sea-passenger traffic from Germany to the United States," says the Syracuse *Herald*. Europe, declares the Richmond *Times-Dispatch*, will now understand that "this country is in the shipping business to stay; that its flag, already in every port of entry in the world, will continue to flap in the breezes of foreign climes, and that the hurried passenger of the future will not be found clamoring for passage on a Cunarder or a Hamburg-American liner, but will pay whatever price may be exacted for the opportunity to travel on the new American greyhounds." Other editors are less enthusiastic. The New York *World* and the Baltimore *News* wonder whether ships of this size can be made commercially profitable, and the Springfield *Republican* finds it difficult to determine what advantage they will have "except for advertising."

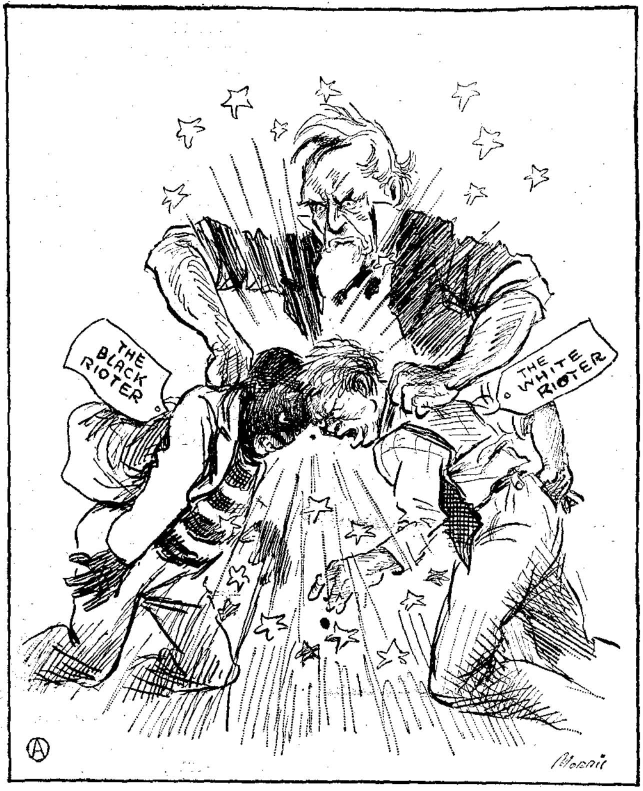
The Nashville *Tennessean* is one of many dailies to congratulate the Shipping Board on its enterprise and efficiency. It calls attention to the need for establishing closer trade relations with Latin America and the Far East, and remarks: "After all these propositions are carefully considered, ample time will be left to determine what should be done with our merchant ships, which now furnish about one-fourth of the world's shipping."

But "it is idle for us to boast of our new merchant marine or our great shipyards," so it seems to the Springfield (Mass.) *Union*, if we can not bring about something like equal conditions regarding the cost of shipping service. During the war, it notes, we had no competition to meet, but "eventually our new merchant marine will be face to face with a problem of making the lines pay with a wage differential against us." This differential, it may be noted, was increased by the settlement of the recent marine strike giving ship-workers substantial increases in pay. But the New York *Evening Post* agrees with Chairman Hurley of the Shipping Board that "our shipowners should not be frightened by the prospect of competition with much cheaper labor." It recalls that Swedish and British vessels were paying seamen as much as ours did under the old rates, and "there is every evidence that as the scale is pushed up in this country, it will also be by alert and well-organized labor abroad." *The Evening Post* also calls attention to the improvement in conditions aboard ship and the new incentive for Americans to sign up aboard American craft. It believes that to-day forty per cent. of the sailors in our marine are Americans, as contrasted with about ten per cent. before the war. Not much longer, it concludes, will seafaring be on the plane where Americans say: "That doesn't pay me—leave it to cheap foreigners."

On our Pacific coast, the Portland *Telegram* advocates, as a means of insuring the continued prosperity of our merchant marine under private ownership, a subsidy from the Government "that will cover the difference between the labor cost of operating American ships and those of cheaper labor countries with which they must compete."

WHAT THE SOUTH THINKS OF NORTHERN RACE-RIOTS

MR. DOOLEY MIGHT ALMOST HAVE BEEN a Southerner when he remarked to Mr. Hennessy, "I'm not so much throubled about the naygur whin he lives among his opprissors as I am whin he falls into th' hands iv his liberators." Strike out "opprissors" and substitute a word implying regulation, restraint, and benevolent discipline and you have the Southern point of view to a nicety; what Northerners call "oppression," in the South the Southerners regard as measures essential to the welfare not only of the whites but also of the blacks; they believe that Northern freedom from restraint injures both races, and the Houston (Texas) *Chronicle*, commenting on race-riots in the North, observes: "The immediate cause, like the immediate result, is an old, old story, but both are rooted in a background of silly pampering which leads, and will always lead, to atrocious acts on the one hand and to illogical spasms of temper on the other." So it is natural that race-riots in Washington and Chicago should be widely discust throughout the South. To the Southerners' way of thinking, they demonstrate the fallacy of the Northern attitude toward the negro. *The Chronicle* maintains that "in Washington, more than any other place, negroes have been petted into an attitude of lazy conceit," and that "the uniform has been permitted to give them an unprecedented degree of protection and consideration," while "high wages and allotments have tended to make them shiftless and irresponsible." And when Southerners declare themselves "the negro's best friends," there is no disingenuousness about it. They believe what they say. They are skeptical when Northerners lay claim to a more generous regard for the negroes, and the Memphis (Tenn.) *Commercial Appeal* speaks for the South in general in asserting: "The clash of whites and negroes in Chicago, coming hard on the heels of a similar disturbance in Washington, should be a warning to the negroes of the South that the supposed benevolent treatment of their race in the Northern States is largely a myth." As *The Commercial Appeal* informs its readers:



Protected by George Matthew Adams.

TREAT 'EM ROUGH.

—Morris for the George Matthew Adams Syndicate.

> "The scarcity of labor in the North during the war caused the big employers of labor there to turn their attention to the negro labor of the South. They imported a number of negroes from the Southern States, who were paid big wages. The negroes were not so informed at the time, but it has developed that their employment was merely temporary. When the white soldiers began to return, the negroes were let out. With the usual African improvidence a great many of these Southern blacks spent practically all of the money they made on city luxuries, so that when their employment was taken away from them they were penniless.
>
> "Facing privations and want, a number of these negroes turned criminals in order to support themselves. There was an outbreak of robberies and other crimes by these imported colored men, and the result was that resentment of the white people was aroused. The supposed friends of the black man became his worst enemies and the war of races was the inevitable result. It has been pursued with a relentlessness that could not be possible in the South.
>
> "As bad for law and order as lynchings may be, they can in no way compare with the racial outbreaks that occur with a persistent frequency in Northern cities housing a considerable negro population. Mobs in the South vent their revenge only upon the negro who has been guilty of some foul crime. The innocent seldom if ever suffer. Of course, any mob law is bad, but it is infinitely worse when this develops into a clash of races where the innocent suffer with the guilty. Such racial disorders as have occurred during the last few weeks in Washington and Chicago are possible in the Southern States, but they are hardly probable."

Such is likewise the contention of the Southern press in general. As one Southern paper puts it, "too often, alas, in our own section is heard from mobs of white men the shout of 'Kill the coon!' but never 'the coons.'" The Mobile (Ala.) *Register* meanwhile remarks:

> "It is characteristic of mobs north of Mason and Dixon's line to class all of the colored race as offenders, and to beat them up indiscriminately. This is the result of racial animosity. In the South where the negroes are known, and where the fact is fully recognized that there are many good negroes and but few bad ones, there is seldom any showing of actual race animosity. Mob action generally confines itself to the individual criminal. It is commonly charged by Northern writers at the South that the negro is lynched because he is a negro. If such has happened, we do not know of a case."

In the same spirit, the Nashville *Tennessean* reminds us:

> "The Southern mob seldom, if ever, directs its violence against the negro race, but is satisfied when it wreaks vengeance upon the offender of virtue. The Northern mob does not stop there, but directs its lawless attacks on the race. Both mobs are lawless, and the press of the South have condemned them as such."

Somewhat less sweeping in its claims as regards the South, but not less convinced in principle, the Norfolk (Va.) *Ledger-Dispatch* says:

> "There have been times when race-riots of varying sizes have taken place in a few Southern communities, but they have all been due to flashing outbreaks against an individual or several individuals, and occasionally these outbreaks have spread before they could be checked. But conditions have never been of such a character as to lead any considerable part of the population to indulge in what the calm and uncolored Associated Press describes as 'an orgy of hatred.'"

The Knoxville (Tenn.) *Journal and Tribune*, after calling the situation in Chicago "an utter disgrace to that city and a shame to the nation," marvels that "there are those with white faces and black hearts who would persecute a negro because he is a negro, and who give the law-abiding negro no consideration, lumping all together as a whole as having no rights the white criminal need give any respect," and the Charlotte (N. C.) *Observer* says that,

> "In race troubles in the South always some sympathy is developed for the negroes and there is an element that is ever inclined to give them protection. In Washington not a hand appears to have been raised in their behalf and for the whole of one night they appeared on the streets at their own peril. When the negro gets into trouble in the North he is in trouble bad. The whole population turns on him and the disposition is to 'clean

him up.' If it should develop that during the troubles in Washington any man came to the rescue of the negro we are going to venture that it was a white man from the South."

Very little in the way of rancorous or abusive comment appears in the Southern press concerning the outbreaks at Washington and Chicago, and if the Nashville *Banner* has something to say about Northern "hypocrisy," the charges are tempered by a willingness to understand and forgive. Says *The Banner:*

"The Northern people have maintained a hypocritical attitude in respect to negroes, and outbreaks like that in Chicago, now that negro populations are becoming uncomfortably large there, tear off the mask. The hypocrisy in a great many instances was unconscious. A large number of Northerners had hereditary prejudice on the subject arising out of the old crusade against slavery and the Civil War. They didn't recognize the inevitable race antagonism wherever a dark race obtrudes on the white man, and the difficulties under which the South labored in keeping that antagonism within bounds."

However, the Vicksburg (Miss.) *Herald* takes a shot at Chicago in an editorial entitled, "Chickens Coming Home to Roost," and asserts that—

"To all with understanding the bloody Chicago race-clash was forecast by the following story in the Chicago *News* two days before the riot:

"'Not only is Chicago a receiving-station and port of refuge for colored people who are anxious to be free from the jurisdiction of lynch law, but there has been built here a publicity or propaganda-machine that directs its appeals or carries on an agitation that every week reaches hundreds of thousands of people of the colored race in the Southern States. The State Street blocks south of Thirty-first Street are a "newspaper row," with *The Defender*, *The Search-light*, *The Guide*, *The Advocate*, *The Whip*, as weekly publications, and there are also illustrated monthly magazines such as *The Half-Century* and *The Favorite.*'

"The 'propaganda' of this 'receiving-station and port of refuge,' the inevitable precursor of race-war, cuts both ways. Its poison indeed is more deadly upon such negro centers as Chicago and Washington than with the negro masses of the South."

Far from contenting itself with merely tracing the Northern race-riots to what it believes to be their causes, the Southern press give serious attention to the measures a community should take when threatened with such outbreaks. The Savannah (Ga.) *Press* advises a prompt "show of firmness." The Tuscaloosa (Ala.) *News and Times-Gazette* deprecates anything savoring of "supine inefficiency." The New Orleans *Times-Picayune* maintains that a community "must act vigorously from the beginning," and in Richmond, Va., the *News-Leader* goes in for preparedness in an editorial reprinted by a Richmond negro paper, *The Planet*. Says the editorial:

"Determined that the good sense and good will of the better classes shall prevail, Richmond people have agreed upon a very definite policy. The precise details of this we shall not, of course, disclose; the main facts should be set down here and now that every man may understand Richmond is to do strict justice, but is to suppress with the utmost severity every disturbance. If white rowdies pick a quarrel with negroes, they are to be punished instantly. If negroes should start trouble, precisely the same punishment will be meted out to them. *The News-Leader* expects Colonel Myers to instruct his men to shoot without hesitation into the ranks of any mob that may start. We expect him to use all the reserve forces at his command and to continue as long as may be necessary the prudent arrangements made in recent days. We expect him, further, to keep the machine guns supplied with abundant ammunition and in perfect order as at present, so that if trouble starts in any street, the machine guns may be brought up instantly in the waiting motor-trucks and after warning has been given can be used to sweep the street from end to end. We indorse all the director has done in preparing to use fire-apparatus, but we are frank to say we do not expect him to stop with water, if any mob opens fire. Fortunately we need not call upon him to avoid the mistake made in Washington of placing a single officer or a single sentry on a street corner. We have enough forces at hand to throw a cordon around any district where disorder may start and then to scour every street and every alley.

"But, above all else, Richmond people insist that precisely the same treatment be measured out to all that may attempt trouble."

TOPICS IN BRIEF

The landlord isn't exactly bringing down the house.—*Detroit News.*

The idea of the food-price probers should be to take the profiteer by the ear and shake the profit out of him.—*Pittsburg Sun.*

With hogs selling at twenty-four cents on the hoof there is many a silk-purse that isn't worth a sow's ear.—*London (Ontario) Free Press.*

In Budapest a reactionary is anybody whose conscience bothers him after he has killed a property-owner.—*Indianapolis Times.*

It seems another blow at the food-supply of the world when prohibition steps in and blights the wild-oats crop of coming generations.—*New York Morning Telegraph.*

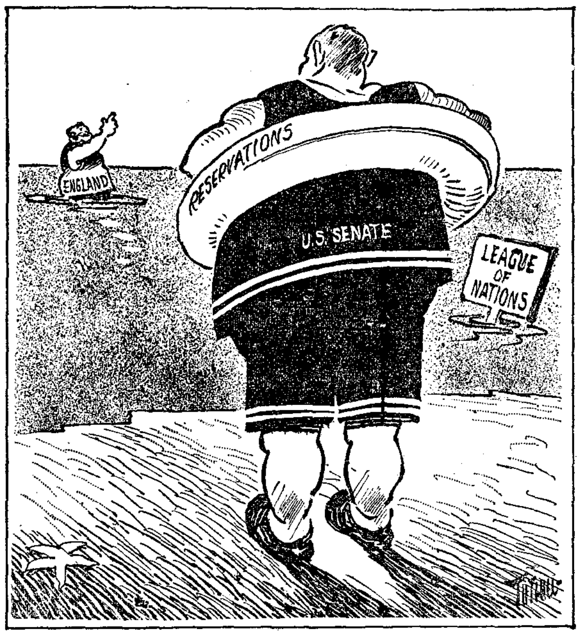
If Mexico could only be made safe, it might become a great winter resort for Americans. And then the Mexican bandits could become hotelkeepers.—*Long Island City Star.*

If the trouble continues, it will be necessary for some one to march boldly into Mexico and read the League of Nations Covenant to the Mexicans.—*Boston Shoe and Leather Reporter.*

The German mark, which usually passed for twenty-five cents American money, was quoted this morning at six and one-quarter cents. This is obviously a great mark-down.—*Boston Transcript.*

It is a queer world in which a man can't drink booze and hold the approval of decent folk, but can sell a legal opinion favoring the booze crowd and remain an important citizen.—*Greenville (S. C.) Piedmont.*

Chairman Manly of the War Labor Board warns that "food is going to be very scarce and high in the United States during the next twelve months." But consumers will continue plentiful and cheap.—*New York World.*



"COME ON IN, IT ISN'T DEEP!"

—Tuthill in the St. Louis *Star*.

Even the man without a dollar is fifty cents better off than he once was.—*Greenville (S. C.) Piedmont.*

If the law of supply and demand is reponsible for existing prices it ought to be amended.—*Little Rock Arkansas Gazette.*

Gage readings show that the Mississippi is still standing up well under the drain that came as a result of prohibition in St. Louis.—*Little Rock Arkansas Gazette.*

Our guess is that Europe would like to appoint a mandatary for the Senate.—*Greenville (S. C.) Piedmont.*

Lloyd George's enemies should be careful not to win too many by-elections. They may provoke him into calling another general election.—*New York Evening Post.*

The packers suggest that if we eat more meat, prices will come down. What's a little thing like the law of supply and demand between packers?—*New York World.*

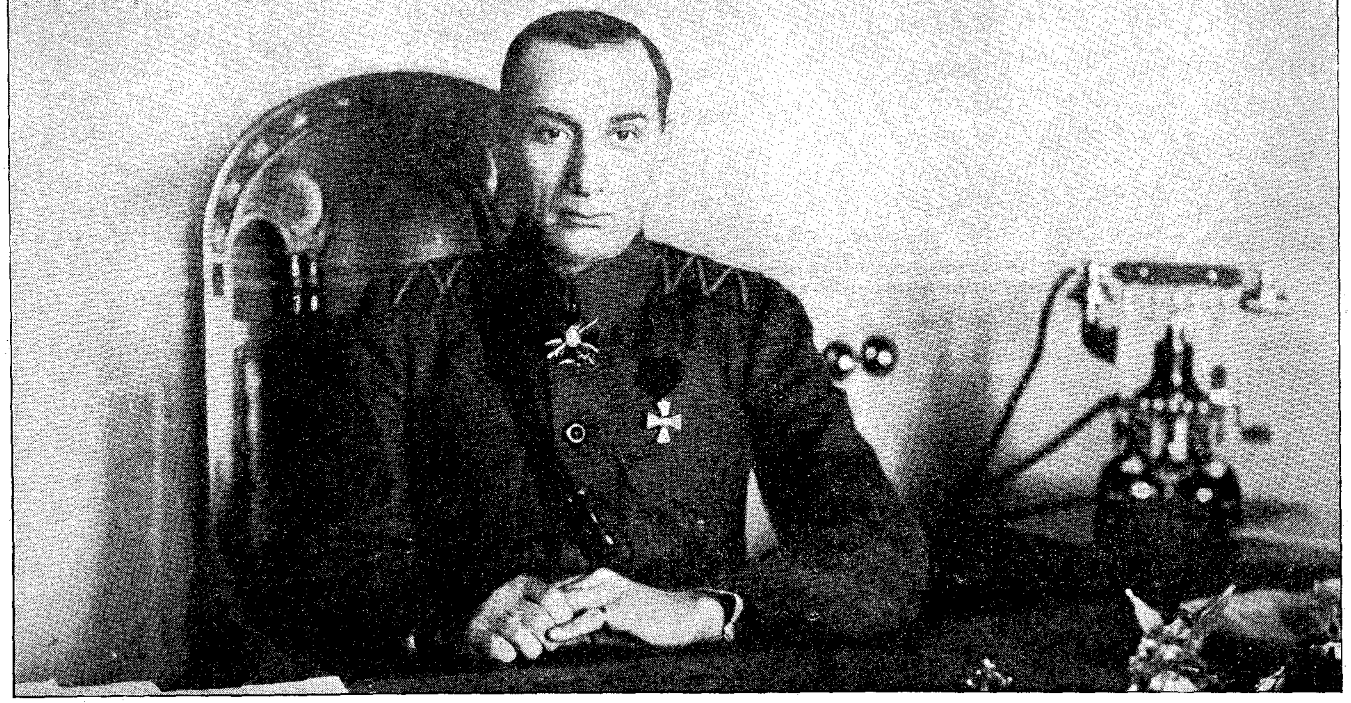
There can be no doubt of the willingness of Congress to investigate the cost of living; but can the consumer survive the long years before a report is made?—*Baltimore American.*

It is perfectly proper for a British newspaper to suggest the dropping of "Hun." German has acquired a meaning since 1914 that makes synonyms unnecessary.—*New York Morning Telegraph.*

It is idle to talk of coining seven-cent pieces for street-car fares. It would be only another year before we would have to discontinue them and begin to coin fourteen-cent pieces.—*New York World.*

Henry Ford would be in a bad way if authors, historians, artists, lawyers, and statesmen didn't know more about automobiles than he knows about literature, history, art, etc.—*Boston Shoe and Leather Reporter.*

FOREIGN - COMMENT



Copyrighted by Underwood & Underwood, New York.

IS HE RUSSIA'S MAN OF DESTINY?

Admiral Kolchak, head of the All-Russian Government, whose opponents say that "scoundrels only will follow him, but the laboring masses will never be with him." Russian and Allied supporters insist he will "bestow order and liberty on the sorely tried Russian people."

WILL KOLCHAK SAVE OR RUIN RUSSIA?

CAN ADMIRAL KOLCHAK RESCUE RUSSIA from the abyss of Bolshevism and set her on firm foundations of democracy, or is he really attempting the restoration of a Czarist régime? This question divides opinion among Allied and Russian observers, we are told, and consequently the search-light of their inquiries is turned full upon the man and his methods as the prospect grows that formal recognition will be granted to him and the Russian Government for which he is sponsor. Confidence in the future of his Government is exprest in a press interview given by Admiral Kolchak, in which he denies that the All-Russian Government has any "political tendencies," and adds:

> "Therefore, charges that we are reactionary are unjust. We are refraining strictly from making political decisions. When we gave our answer to the Allies it was imbued with this spirit. The Omsk Government maintains that it is not entitled to decide many pending questions concerning territory and nationality, since to do so would be to exercise autocratic powers."

Of America's attitude Admiral Kolchak said that always there have been "excellent personal relations between the Omsk Government and the American representatives." Now it seems clear that America realizes what Bolshevism means, and there no longer exists "a certain doubt in the mind of the American representatives that the manifestations of anarchy and mob rule were not expressions of the democratic strivings of the people against an autocratic government seeking to oppress them." Among distrustful critics of Admiral Kolchak is the Manchester *Guardian*, which, in speaking of recognition, wonders in what capacity he is to be recognized, for he has "no lawful authority," but—

> "By the aid of heavy subsidies of money and equally generous supplies of arms and munitions from the Allies he succeeded in establishing his personal authority in eastern Siberia. Nominally he appeared as the supporter of democracy and of the freedom of the Russian people as against the usurpation and tyranny of Bolshevism. Actually he promptly signalized his accession to power, so soon as he felt himself firmly enough established, by dissolving the local assembly of the elected representatives to the All-Russia Constituent Assembly, imprisoning some and shooting a few others. Since that time he has carried on his government on the basis of strictly personal rule. His army has been levied by conscription, his treasury, in so far as not supplied out of our pockets and those of our allies, has been replenished by the reestablishment of the government monopoly in the manufacture and sale of ardent spirits which the late Czar's Government, to its eternal credit, had abolished, at the cost of £70,000,000 a year of revenue, at the beginning of the war. His other legislative achievement was to abolish all the *Soviet* laws, including that which gave the peasants the land. This, so far as is known, is the actual record of the gentleman whom the Allies are, we are told, about to recognize as the lawful ruler of Russia, or of as much of it as, by the aid of our arms and subsidies and even of our troops, he can succeed in bringing under his authority."

Scathing also is the criticism of Kolchak in a State Department document transmitted in code by Mr. Frank C. Polk, Acting Secretary of State, in Washington, to Col. Edward M. House in Paris, an intercepted copy of which was published in the New York *Nation*. Mr. Polk explained in press interviews that the copy of the message must have been obtained in Paris, and emphasized the fact that the original, which advised against the recognition of the Kolchak Government, was merely transmitted by the State Department to Colonel House, and that its author was Mr. Arthur Bullard, of the Committee on Public Information. In Mr. Bullard's message, as published in the press, we read:

> "I hope no formal recognition will be extended to Kolchak. His personality is of small significance. He is surrounded and dependent on the support of reaction elements whose principal idea of government is the reconquest of former grafts. His army is being organized on old lines of Czarist discipline. Several units have already revolted against brutality of officers."

Among Allied journals that favor Admiral Kolchak is the London *Times*, which points to the prospect that the Omsk Government will be recognized on condition that it give its word to respect the freedom of the Russian people and summon a Constituent Assembly as soon as possible, and says that the only aims the Powers have in Russia is to "help the Russian people to provide themselves with free institutions," for it is indispensable that deliverance from the tyranny of Bolshevism in Russia should "come from within." All the Allies and associates could rightly and wisely do was to lend their help to any honest effort from the inside to throw off the Bolshevik yoke, and *The Times* adds:

> "They have lent it and they are lending it, tho we believe they might have lent it more directly and earlier with advantage. Now that a purely Russian Government and strong Russian armies under Russian leaders have freed a large part of the country and promise to liberate it all before long, the duty of the Entente and of America is manifest. They must recognize the Government which promises to bestow ordered liberty on the sorely tried Russian people, and they must heartily support it in its struggle against the Bolshevik enemies of democracy and of civilization."

The views of Siberian editors are of profound interest, for they are on the spot, altho, owing to restrictions on the press, their critics might allege that some of them do not speak their minds freely. In the *Otechestvenniya Vedomosti* (Ekaterinburg), a conservative journal, we read:

> "The present internal state of Russia was not promptly understood, at least by some of the great Allied countries. However hard it may have been for us, time was absolutely necessary in order that the powerful public opinion in Western Europe and the United States should become convinced of what we have long been convinced—that the power of Admiral Kolchak is not a passing episode of the civil strife and not the result of a political adventure, but a historical phenomenon of great significance. It has the sympathy and confidence of various elements of the nation, and among other similar attempts at State organization it represents a beginning of the largest proportions and the greatest influence. The Government is not an apparatus of class vengeance, political reaction, and social restoration, and does not usurp the national will, as Bolshevism does. In substance it is democratic and progressive. Reactionary and selfish elements which penetrate its midst only cause harm to it, pervert its problems, and can in no manner represent it. The real and great support of the Omsk Government is in national recognition, the actual reassembling of the new Russia, which after many years of stress and storm enters the historical arena in fresh might and beauty."

Half a year was necessary in order that the national consciousness should become general, but now it has attained to natural and profound expression, and this journal proceeds:

> "It is hardly necessary to mention how great and varied must be the political and psychological consequences of the coming act of recognition, what a 'concentration of forces' it will give to our political front, how it will simplify and clarify our international relations, how it will enhance the authority of the supreme ruler and the political program he represents both at home and abroad. It will be—and that is particularly important for us—another crushing blow to the '*Soviet* Government.' With all the *Soviet* zeal, it will not be able to conceal this fact from the millions of the population of *Soviet* Russia who are becoming more and more restless, more and more imbued with the spirit of revolt. By this act of universal recognition the Russian people who are languishing in Sovietdom will learn the real measure of those 'Kolchak men' about whom the appeals and proclamations of the Council of the People's Commissaries shout to them in impotent rage."

Of like mind is the *Nikolsk-Ussuriiski*, which speaks of recognition as only a question of time, and remarks:

> "The sooner the question is solved in a favorable sense the nearer the Allies will approach their fundamental aim of rendering real aid to Russia, if that actually is their purpose. The recognition of the All-Russian Government will serve as a mighty stimulus for the growth of healthy tendencies in the country and quickly lead to the cessation of the terrible fratricidal strife which is bleeding the Russian people white."

In sharp contrast is the opinion of the *Otechestvennoye Obozreniye*, a Vladivostok progressive daily, which, being remote from the seat of Kolchak's Government and the center of American and Allied influence, is somewhat outspoken. According to this newspaper, recognition of Kolchak is delayed because of the uncertainty of the Allied mind as to whether his Government is really desired by the Russian people, and also whether recognition might not involve greater military aid than the Allies are prepared to lend. We read then:

> "Russia, notwithstanding the illness from which she is suffering, is too large a country to serve long as an object of a primitive form of guardianship. If a comparatively little exertion of energy is sufficient to keep on the surface the numerous 'pigmy governments' of the microscopic 'independent' states formed with the aid of the Allies, with regard to Russia the situation is quite different.
>
> "*Soviet* Russia still constitutes a menace to the Allies. In the struggle with it mere military measures are not effective, and the Allies, by virtue of certain conditions, are compelled to advance a principle which is familiar to Russian society from the first months of the struggle against Bolshevism, the principle of the unity of all the live forces of the country. The Allies are hesitating about the question of recognition, not because this or that Government seems to them insufficiently democratic. . . . The source of the Allied hesitation is their apprehension that one or another of the recognized governments may become too heavy a burden for them, may force them too far along the road of imposed guardianship over Russia."

This paper adds that "an interventionist guardianship over Russia is beyond the power of the Allies." Another adverse criticism of the Kolchak Government is found in an article by Mr. A. Belorussoff in the *Otechestvenniya Vedomosti*, who writes:

> "We are living at a time when the thirst for order, the thirst for firm and just authority, particularly in Siberia, is strong and intense; and when the fear of the strong authority by the revolutionary elements can not be doubted. If, in spite of that, we see mutinies and disturbances in many places in Siberia, we must look for their causes not only in the demoralization of society and the people, not only in the remnants of revolution and Bolshevism, but in the incapable administration and in the absence of system in the Government's actions. At any rate, the Government must know that it will succeed in introducing into Russian life the principles of order, pacify the distracted national soul, and resurrect the country to a better life only in case it will itself be a promoter of order, law, and justice, and by its own acts gain for itself general respect and approbation."

The radical New York *Russki Golos* does not think that the Russian people want Kolchak. It tells us "he is not less cruel than the historical Tatar prince, Genghis Khan, who killed seventy-five princes and rode over their dead bodies," and that "only scoundrels will follow Kolchak, but the laboring masses will never be with him," and it asks:

> "What will Kolchak give the people? Gibbets? Exile? The knout? Tyranny of officers and the nobility? Governors in uniform? Liquor-shops? Villages destroyed by bombardment? Flogged workmen? A voiceless *intelligentsia?*
>
> "Russia knows all these virtues of the Czars and will under no circumstances entrust her destiny to a cruel 'Supreme Ruler of All Russia.' She will rather bury him under some hillock in the steppes than entrust to him her will and land."

Soviet Russia, a Bolshevik weekly published in New York, and "devoted to the spread of truth about Russia," cites with approval a statement in the Socialist Paris *L'Humanité*, in which Mr. A. Pierre remarks of Kolchak that—

> "Wherever he is in control, he imprisons the Menshevik Socialists and the Socialist-revolutionists indiscriminately with genuine Bolsheviki. He suppresses the opposition press, closes up trade-unions, shoots down the workers. Since by the admission of the Bourtsevs and Savinkovs themselves, there is to-day no alternative except between Kolchak and Lenine, between reaction and Bolshevism we choose Bolshevism, we choose Lenine, and in making this choice we are sure that we are in agreement with the Socialists, with all the democrats of Russia. Even those who are opposed to the Bolsheviki will doubtless prefer the 'dictatorship of the proletariat' to the military dictatorship of the Kolchaks and the Krassnovs."

PROHIBITION'S "INVASION" OF BRITAIN

AMERICA'S "DRY" CRUSADERS are not invading Britain on their own initiative, it now appears. The United Kingdom Alliance, a British temperance organization, is not only very glad to receive the "spellbinders" of the American Anti-Saloon League, but in the London *Evening Standard* Mr. Leif Jones, president of the Alliance, is quoted as saying that "they are coming at our invitation to tell us what prohibition has done, and there will be also Dominion speakers. They are full of enthusiasm, but so far as I know, they are not the Billy Sunday type." When asked if the Anti-Saloon League would help the United Kingdom Alliance with funds, Mr. Leif Jones replied:

> "No, they are placing all the information that they have at our disposal, and they are proposing, as I understand, greatly to extend their information bureau work. To that extent they may relieve us. . . . . . .
>
> "I want to make it clear that they have no desire to meddle with our own legislative affairs."

Mr. William E. Johnson, leader of America's "dry invaders" and "Field-Marshal of the prohibition forces of North America," according to a special correspondent of the London *Daily Mail*, is "reputed to have done more to make the United States 'dry' than any other single man." Known far and wide as "Pussyfoot Johnson," he arrives in England "with *carte blanche* in strategy, tactics, and finance," and promises that large numbers of men and women experts, including Mr. Bryan, will follow into the field that Mr. Johnson is "inaudibly, invisibly, clearing for action."

As to Mr. Johnson's plans in Great Britain, he is quoted by the *Daily Mail's* correspondent as follows:

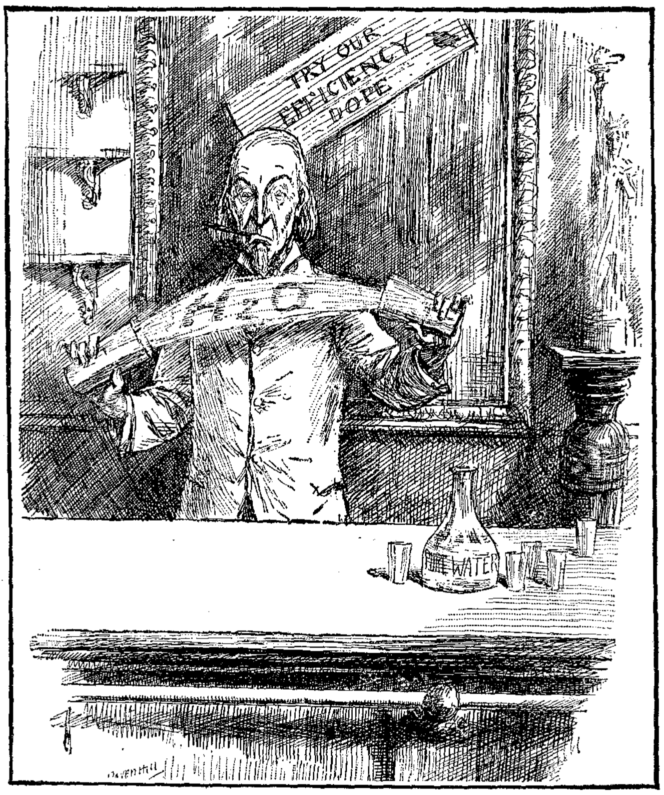
> "'Your British organizations have been at us for over a year to come over here. The whole thing has been in response to their asking. We're going to teach them how to get this country dry. I've reported to my headquarters that the position here is entirely different from that back home, but that it is far from being as hopeless as appears on the surface. Our workers who come over here—field representatives—are all going to be paid by us—$300 (£60) a month and upward.
>
> "'The United Kingdom Alliance may, of course, pay their expenses when they speak at their meetings, but we'll pay their expenses as well. Our steady income at home is about £300,000 a year, tho, of course, we have good capital besides. We have 500,000 regular subscribers and 500,000 irregular ones. We don't particularly search out for wealthy men. Rockefeller used to give us $1,500 a year till we butted in and beat one of his Congress candidates. That made him mad.'
>
> "'Are you going to butt in on our elections?'
>
> "'Why, yes. Our intelligence service will keep us informed as to when a district is possible and down we'll send our campaigners. We'll bill the place, and buy space in the local newspapers, and show films at the cinemas, and give addresses. Why, we're over here to get behind all your organizations and press this matter home.'"

The advent of Mr. Johnson recalls to the Manchester *Guardian* the "ardent lady who some ten years ago achieved world-fame by brandishing and sometimes using a hatchet in transatlantic bars." Not that physical force forms part of the new campaign, for this time "we are to be vanquished by the terse phrase, the searching quip, and the irresistible poster." *The Guardian* wishes all success to Mr. Johnson in his "courageous adventure," but goes on to say that—

> "We note that already he has reported to his headquarters that 'the position here is entirely different to that way back home.' It is; and the difference lies not in the fact that drink is less of a problem here than in America, but in that it is unlikely to yield to a whirlwind campaign of jests and epigrams. Something not wholly reprehensible in our sense of humor holds us back. As a nation, we can fully appreciate the fun of such people as Mrs. Carrie Nation, Mr. Billy Sunday, and Mr. 'Pussyfoot' Johnson, but to their moral appeal, delivered in its distinctive form, we are apt to be quite unregenerately dead. It is not clear just how far the United Kingdom Alliance is committed to such exuberant assistance; but it would do well to beware, lest by experimenting with new methods it should drown its serious and valuable cause in ridicule."

It appears, however, that hot opposition against the importation of American prohibition workers into the United Kingdom is to be found even in the ranks of workers in the temperance cause, one of whose most distinguished spokesmen and associates is Lady Henry Somerset. For thirty years, she writes in the London *Weekly Dispatch*, "I have been working in the temperance cause with the sole idea of getting a sober England," and she proceeds:

> "I am convinced that to force prohibition now means that all the work of these years will be undone and that we should achieve a barren nothing. The campaign will set public opinion dead against temperance.
>
> "The movement for prohibition means conducting the fight on sentimental instead of on practical grounds. That has too often been attempted, and has been the cause of so little having ever been achieved. It is no use arguing by analogy from the United States.
>
> "Prohibition in the United States is a totally different matter. It is a different country, with different traditions and entirely different social instincts.
>
> "In America the people are molded by opinions of the moment. How different it is in England, where every new thing takes a long time to take root and where the customs are deeply entrenched. The people over here do not realize that the vast mass of professional and working classes in America never have spirits, wines, or even beer on their tables.
>
> "I have been through all parts of New York, and I have never seen a woman in a saloon. They have totally different ideas in America. Drinking is a vice over there, except, perhaps, among the upper rich, who have cultivated international habits."



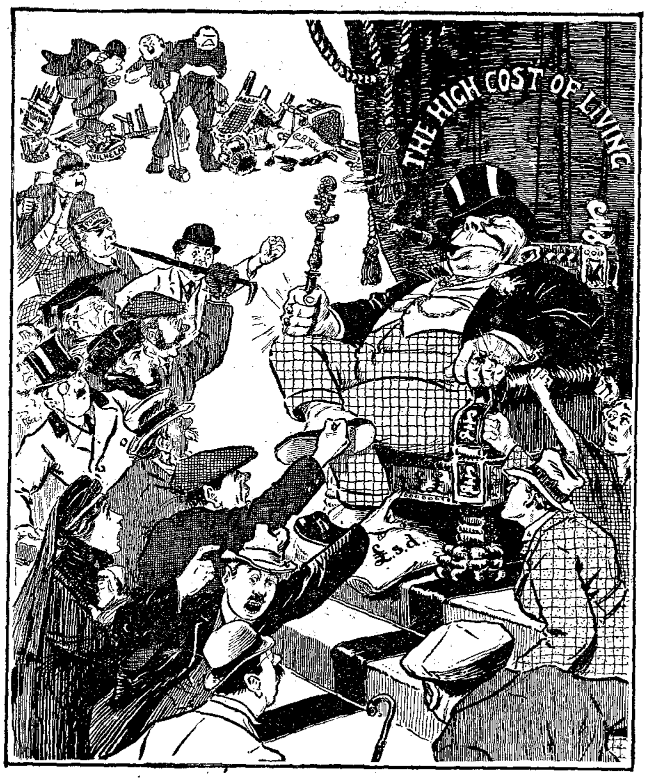
THE NEW COCKTAIL.

UNCLE SAM—"That's the stuff to give 'em!"

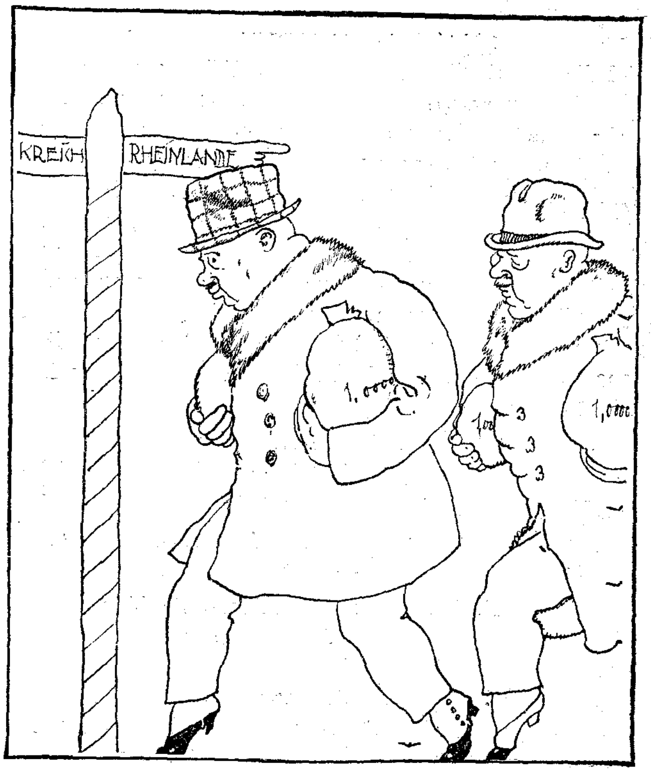
—*Punch* (London).

Prohibition may do for the United States, Lady Somerset admits, but it "certainly will not do for England," and she predicts that—

> "If it is attempted there will be a tremendous rebound. There will be revolt. But I am convinced that such a measure is an impossibility.
>
> "The whole campaign is a farce. Prohibition is a distinct infringement of liberty which this country will not have."


THE HIGH COST OF LIVING
£.s.d

THE LAST OF THE TYRANTS.
—*The Passing Show* (London).



AS RATS THAT LEAVE A SINKING SHIP, PROFITEERS LEAVE GERMANY. —*Nebelspalter* (Zurich).

HUE AND CRY AFTER THE

FAR EAST PRESS ON FINANCING CHINA

NEXT TO THE PROBLEM OF SHANTUNG, Japan's most acute and vital interest lies in the international banking consortium to finance China, according to some organs of the Japanese press, while others are chiefly concerned because they see in the consortium the onrush of American ambitions in China. The somewhat reactionary Tokyo *Yamato* is of the latter opinion, while the Tokyo *Yomiuri* cautions the Japanese Government to be "very careful in investigating the details of the new international arrangement before becoming party to it." Very skeptical of the motives of the projectors are two journals under the same management, the Osaka *Mainichi* and the Tokyo *Nichi-nichi*, the latter saying:

> "This plan, ostensibly in the interest of the open door, is in reality intended to close China's doors for the benefit of England, America, France, and Japan, the 'big four' who are to be the only nations to be admitted into the consortium for an indefinite period to come. Even among the four nations the richest and most resourceful will, under this new arrangement, eventually gain a preponderating influence in the finances of China.
>
> "The plan is essentially American. From the American standpoint it is a great diplomatic stroke. Its purpose is to break up the spheres of influence, and thus enable America to promote her interests where she has hitherto been unable to enter."

Meanwhile, the Government and the leading bankers of Japan seem to be in favor of the new plan. At the suggestion of the Minister of Finance a syndicate has already been formed in Tokyo with a view to enabling Japan to be a member of the new quadruple group. This move is approved by such influential journals as the Tokyo *Jiji-shimpo* and the Tokyo *Asahi*. As the *Jiji-shimpo*, admittedly the most reliable financial organ, sees it:

> "One of the important points in the new program is to allow a larger number of capitalists to participate in the financing of China than has hitherto been the case. This will forestall the dissatisfaction on the part of those capitalists who have been barred out from the existing financing group. The new plan is also calculated to prevent unnecessary and wasteful competition among the Powers interested in investment in China. We are glad that America has been a prime mover in this new scheme, because we have long urged her return to the financing group in China."

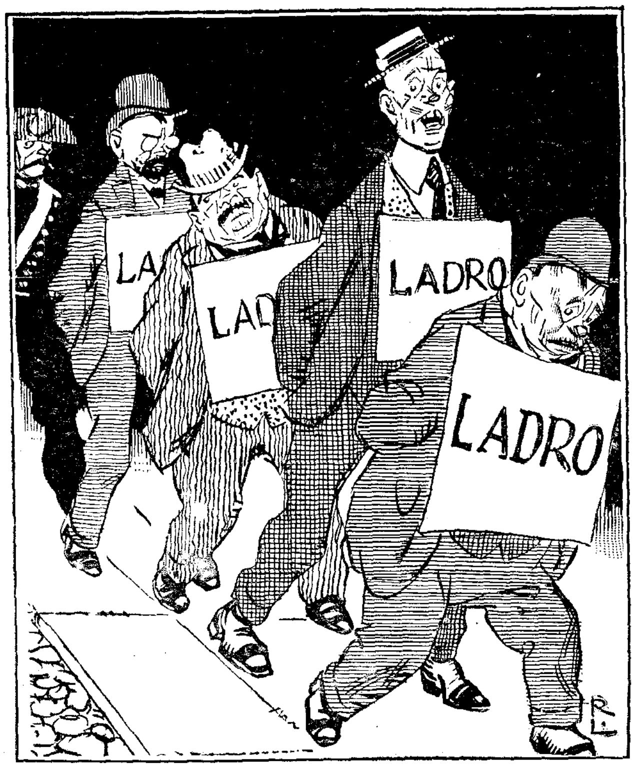
The Tokyo *Asahi*, like the *Jiji-shimpo*, favors the new financing program for China in its essential principles, but entertains some doubt as to its details. Even the *Jiji-shimpo* fears that if all the rights established in the past are to be taken over by the new syndicate, the new program will encounter serious difficulties. And the *Asahi* suggests that Manchuria and Mongolia should be placed outside the purview of the new financing scheme, that no restrictions should be imposed upon small short-term loans, and that the guaranty should be given China that she would be made to suffer no disadvantage or inconvenience by reason of the new arrangement.

On the question of established rights with which the Japanese press are gravely concerned, the attitude of the Japanese Government is reported by the Tokyo *Nichi-nichi* to be as follows:

> "The Shantung railway built by Germany is to be converted into a Chino-Japanese joint enterprise, thus making it independent of the new syndicate. But the railway loans contracted by Japan in 1918, for the building of other railways in Shantung will have to be handed over to the quadruple group. This will make the Shantung question very simple, leaving no ground for China to complain. The Manchurian railways remain unaffected by the new plan."

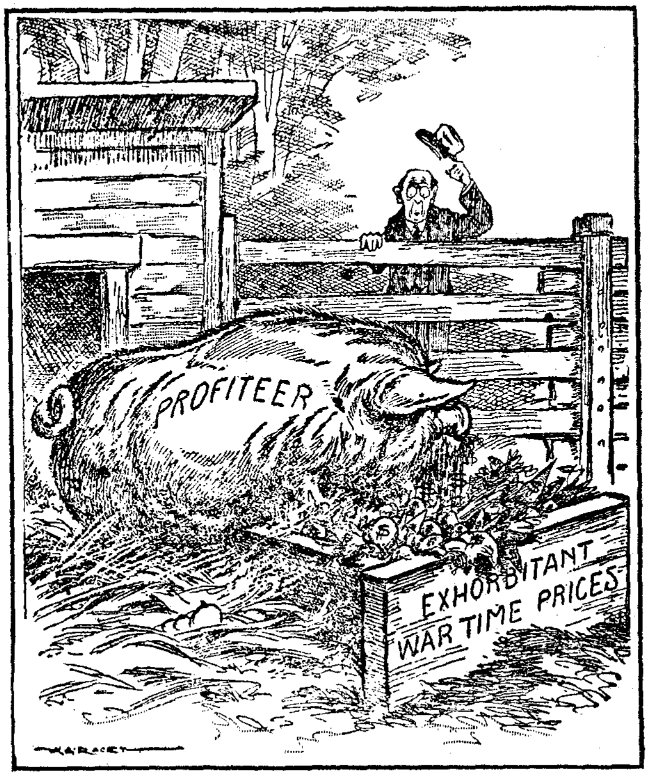
Chinese opinion is indicated in *Millard's China National Review*, to which Mr. Hollington K. Tong contributes an article in which he remarks that China is "faithfully counting on America's influence as a dependable foil to aggressive nations," and as to serious differences which have arisen between America and Japan "she will be deeply disappointed if these differences are decided in favor of Japan." The Kobe *Japan Chronicle* observes:

> "Not to put too fine a point upon it, one of the objects of the consortium is to prevent Japan from swallowing up China altogether. Japan is exceedingly thorough in her methods in China, and a Japanese sphere of influence is something which affects not only the Chinese in that sphere but all nations besides. . . . If China is to recover her position as a great nation, it is first necessary that she should be protected from financial adventurers, individual or national, and that intrigue be kept at bay and money applied impartially where most needed."



FIGHT THE HIGH COST OF LIVING BY LABELING PROFITEERS AS ROBBERS.

—*L'Asino* (Rome).



HE'S TOO BUSY TO HEAR HIM.

MUCH-TAXED AND MUCH-ROBBED MR. PUBLIC—"Pardon my interruption, Sir, but will you permit me to remind you that *the War is over?*"

—*The Star* (Montreal).

PROFITEERS IN ALL COUNTRIES.

CANADA'S VOTE IN THE LEAGUE OF NATIONS

CANADA'S RIGHT TO VOTE in the League of Nations is inferentially questioned in a letter of ex-President Taft to the chairman of the Republican National Committee, and tho the point he argues affects other nations within the British Empire, Canadian observers are the first aroused. Mr. Taft suggests the adoption of a provision which would prohibit membership on the Council of the League, says the Winnipeg *Manitoba Free Press*, to dominions or self-governing colonies of the mother country if represented, or to the mother country if any of the other nations of the Empire are admitted to the supreme body of the League. His precaution is "plainly to prevent the British Empire, constituting in itself a league of British nations, from having more than one representative upon the Council of Nine, which is the governing body of the League of Nations," and this daily proceeds:

"The Canadian people, it may be said, are a little astonished at these periodical revelations of American concern lest Canada, as a British Dominion, should have a status as a national unit in the League of Nations. It was the representatives of the United States, President Wilson and Mr. Lansing, who objected to the British overseas dominions having any direct representation in the Peace Conference, tho later they had the wit to withdraw from so ungracious a position. The winning of the right of direct representation in the Peace Conference carried with it automatically the right of membership in the League of Nations."

Canadians are surprized, remarks the Toronto *Globe*, that Mr. Taft, who has been "so friendly to Canada and so intimate with her political institutions and history," should counsel his fellow Republicans in the Senate to deny her the right of separate representation in the Council of the League of Nations. Also there is irony in the circumstance that the letter containing this advice was written from Mr. Taft's summer home in Quebec Province, according to this journal, which notes that Mr. Taft does not approve the "wrecking tactics" of enemies of the President, but adjures the Republicans to ratify the Peace Treaty with "interpretations." *The Globe* quotes Mr. Taft:

"The second interpretation has to do with the presence in the League, as members, of self-governing dominions or colonies of a home government, also a member. Certainly in a small body like that of the Council it would be unfair to have a home government represented and also one of its dominions or colonies, and I can not think it was the intention of the framers of the Covenant that this might happen.

"Yet I am bound to say that such a result is not excluded by the present language of the Covenant in Article X. and Article IV. Nor does the language of Article XV. necessarily exclude from the tribunal to recommend a settlement of a dispute a home government where one of its dominions or colonies is a party, nor does it necessarily exclude a dominion or colony from such tribunal where the home government may be a party; yet I have no doubt that both of these exclusions were intended by the framers of the Covenant."

Prompt protest against Mr. Taft's view, *The Globe* goes on to say, was voiced by the Canadian Minister of Justice, Hon. Mr. Doherty, who contends that the right of Canada to representation on the Council of the League was demanded by her representatives and was "unequivocally recognized" by all concerned. Mr. Doherty is quoted further as follows:

"A reservation in effect negativing that right would involve a change in the contract—after acceptance and signature by all parties—in regard to a matter, which, from the Dominion's point of view, is of its essence. As such it is clearly inadmissible, and not distinguishable from a refusal to ratify."

The London (Ont.) *Free Press* mentions a proposal that in order to offset the preponderance of British voting power in the Council of the League, the United States should have an equal number of votes, and it avers:

"There ought to be no difficulty in the matter. Obviously, America is entitled to as large a voice in the League as is the British Empire. We want no advantage in the voting strength. Responsibility and voting power go hand in hand. If Washington accepts equal responsibility with Britain, then Washington must have an equal voice in determining the policy and practises of the League. There must be the utmost recognition of national rights in the conduct of the League or it can not continue to exist. Great Britain will not be jealous of any increase in the number of United States votes."

SCIENCE - AND - INVENTION

MIRROR-WRITING

MIRROR-WRITING is script that can be read only in a mirror, or by holding the paper up to the light and reading through it. The impression of writing on a piece of blotting-paper is of this variety. Many persons, when they try to write with the left hand, find it most natural to produce script of this kind, and left-handed persons often show a tendency to write in this way. Many authorities believe that this tendency has some relation to mental deficiency, and it hence becomes interesting to psychologists as well as to investigators of "handedness"—the customary use of either the right or left hand. Arthur L. Beeley, instructor in psychology and education in the University of Utah, has published a monograph on "Left-handedness" which contains a chapter on mirror-writing. He quotes first from J. Mark Baldwin's "Mental Development and the Child," as follows:

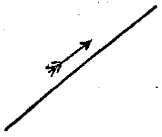
> "Mirror-writing is the form of inscription which arises from tracing words with the left hand by an exact reduplication of the movements of the right hand, in a symmetrical way from the central point in front of the body, out toward the left. It produces a form of reversed writing which can not be read until it is seen in a mirror. Many left-handed children tend to write in this way. Some adults, on taking a pen to write with the left hand, find they can write only in this way. Even those, like myself, to whom the movements seem, when thought of in visual terms, quite confusing and impossible, yet find when they try to write with both hands together, in the air, from a central point right and left, that the left-hand mirror-writing movements are very natural and easy."

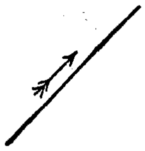
Mr. Beeley goes on:

> "Judd, in discussing the subject holds that 'mirror-writing' frequently characterizes abnormal individuals. Not alone do certain children exhibit this tendency in the early years of their training, but, he maintains, some persons when hypnotized execute 'mirror-writing' with the right hand.
>
> "Few writers in the field of normal and abnormal psychology discuss the characteristic in question, but of those who do most of them believe 'mirror-writing' to be positively correlated with mental deficiency. One authority on mental deficiency, Barr, holds that it exists among learned idiots, *i.e.*, mental defectives with special talents in various directions but otherwise deficient mentally and physically. He further adds: 'Many of those exhibited in cheap museums or the side-shows of the circus as 'lightning calculators,' 'musical phenomena,' 'mirror-writers,' and as wonderful checker-, card-, or chess-players belong to this class.'
>
> "The contribution of Sherlock is well worth quoting. He says: "'There is one manifestation of abnormal tendency in the employment of language which has acquired, in the popular conception of idiocy, a prominence attributable to its curious character rather than to its value as a guide to the mental state. This is what is called 'mirror-writing.' . . . Good examples of this kind of writing are rare, at any rate in this country [England], for idiots either do not write at all or they produce a scrawl which demands the use of a good deal of ingenuity in addition to a mirror if anything is to be made of it. Mirror-writing occurs in idiots who are capable of a limited degree of calligraphic attainment, but incapable of learning to write properly.'"

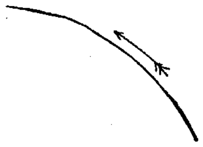
In one hundred and three Chicago schools responding to a questionnaire sent out by Mr. Beeley on this subject, forty-two cases of tendency to mirror-writing were found. In most of these the tendency had been wholly overcome, but in others only partly. They were all left-handed. Only nine were reported as mentally deficient or troubled with nervousness or defects of speech. Mr. Beeley concludes that "mirror-writing" has primarily nothing to do with idiocy, but is simply the easiest method of producing script with the left hand, as the ordinary form is with the right. This is also the opinion of Professor Baldwin. When any motions are made with both hands at once, they tend to be symmetrical, which means "mirror-writing" with the left hand when the motions of ordinary script are made with the right. It is easy for any one to try the experiment. Says Mr. Beeley:

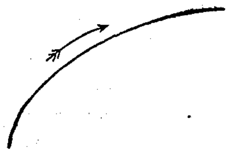
> "Let the reader stand at the blackboard or face a sheet of paper on the desk or table, and with chalk or pencil in both hands draw the following lines:


Left hand

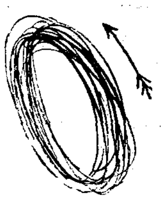

Right hand

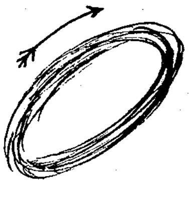
> Now let him contrast the comparative ease of execution of the following lines with the above. In this next case let him proceed with both hands from the median plane outward. The type of movement will be found to be much easier of execution.


Left hand

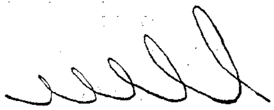

Right hand

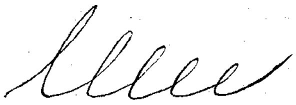
> "By way of further showing that the natural movement for the left hand is one which is bilaterally symmetrical to that of the right hand let the reader make the following curves:


Left hand


Right hand

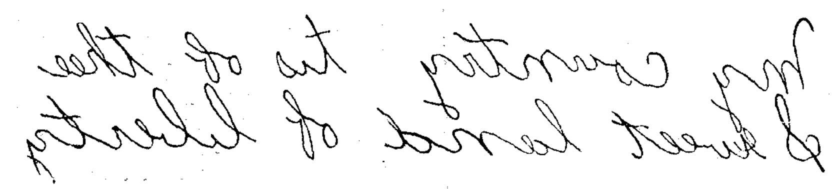
> It will be seen very readily that such a symmetrical movement is a natural one, so much so that one can direct his attention to the right hand's movements and modify them and later find that his left hand has been duplicating, symmetrically, the right hand's movements, *i.e.*, the left hand has been 'mirror-writing.' After having acquired somewhat of a momentum . . . let the reader attempt a series of curves such as the following:


Left hand


Right hand

> During the progress of these exercises let him inhibit the right hand's movements and he will find that the left hand will still execute reasonably good movements and curves.
>
> "What has thus far been quoted from Baldwin and others leads us to believe that 'mirror-writing' occurs only in persons who, having already attained a measure of proficiency in executing the conventional style of handwriting, suddenly change to the use of the other hand for writing purposes, in which case the adopted hand goes on reproducing 'the series of muscular sensations.' which the original writing-hand has established.
>
> "The question therefore arises, What 'muscular sensations' is the child reproducing whose first endeavors at handwriting result in 'mirror-forms'? Evidently none, since there are no 'muscular sensations' in his experience available for reproduction. . . . . . .
>
> "In endeavoring to find a valid explanation of this problem

> let us again recall and bear in mind some of the salient characteristics of the subjects whose remarkable behavior is the object of our interest. In the first place, they are extremely left-handed. Secondly, they may be said to possess an abnormally strong 'motor' imagery and a correspondingly weak 'visual' imagery. . . . . . .
>
> "What really happens, it would seem, in the case of such a child is that his first and early concepts of the writing act are awry. . . . While such a person does not reproduce with one hand the movement sensations experienced by the other, nevertheless the sight of those who do write normally is conceived of in 'motor' terms, *i.e.*, the most natural movements involved in a reproduction of the same. . . . In such cases as these, in which we also have extreme left-handedness, the period of 'happening on to' the easier type of movement will naturally be very short. . . . .



WRITING OF AN ELEVEN-YEAR-OLD AMERICAN GIRL.

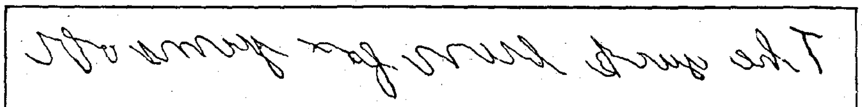
The "mirror-writing" habit was broken by her parents who, at the recommendation of a school-teacher friend, purchased a blackboard and used this method of correction. Interest was aroused by observation of the child's first writing attempts, which were "mirror-wise."

> "From the foregoing discussion it would appear that 'mirror-writing' is by far the easier style of writing for all sinistrals. A very logical question is then, Why do not all left-handed children write 'mirror-wise'? The primary reasons appear to be, however, that such left-handed children as do not write 'mirror-wise' are either not so extremely left-handed, or not so 'motor'-minded, or, conversely, possess a stronger 'visual' imagery, or both. As one very capable Chicago teacher has stated, 'in such instances the tendency to mirror-writing is checked by an immediate recognition of the visual discrepancy, *i.e.*, mirror-writing could not go on in the presence of a good visual imagery.'"

Mr. Beeley concludes by giving methods of correction to be applied to children, and advises careful supervision of left-handed pupils to prevent the formation of a wrong writing habit that it will be difficult to overcome.

THE PASSING OF THE HELLO GIRL

FINDING FAULT with the telephone girl is to be no longer possible in the near future—not because telephone service is to become perfect, but because there will be no telephone girls. If fault is to be found, the telephone-user will have to find it with himself, because he will make his own connections. The telephone companies are turning in despair to the automatic telephone, we are told by an editorial writer in *The Electrical Review* (New York, July 12). Invented long ago and in successful use in many small places, this device has hitherto not been adopted in any large city. Now it is to be used as the straw that the drowning telephone organizations will grasp. Failing to maintain their corps of operators at adequate strength and efficiency, they are hoping to discard the operator altogether, and to replace her with a machine that throws on the subscriber the onus of making his own connection—and getting it right. We read:



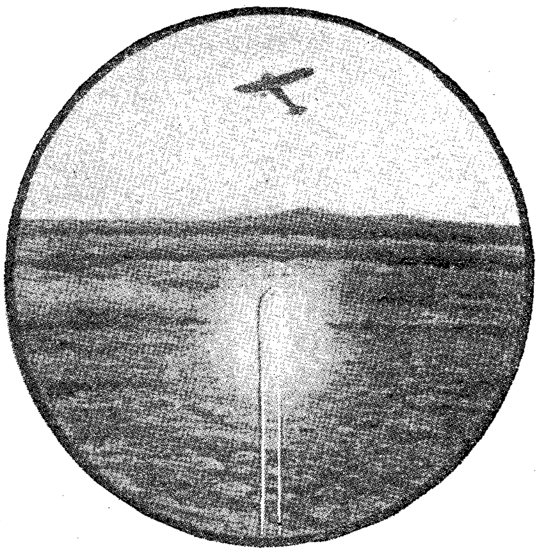
WRITING OF SEVEN-YEAR-OLD JEWISH BOY WITH DEFECTIVE VISION.

He has only slightly overcome the habit, and whenever his attention shifts he lapses.

> "Telephone companies are facing a problem of rapidly increasing difficulty in connection with maintaining their operating organizations in efficiency and strength. This is especially true of the larger cities. To train an operator to take care of her work properly and efficiently has usually required special instruction for several weeks or even months, and the large telephone companies have for many years been compelled to maintain, at considerable expense, operators' schools for training the large number of beginners continually needed to replace recurring gaps in the operating force.
>
> "There are several reasons for the forming of these gaps as soon as they are filled. One of the principal ones is that men readily appreciate a pleasant voice and courteous attention when it comes *via* wire, so much so that many even confirmed bachelors have fallen victims to the frequently unintentional charmer. In short, the percentage of marriages among telephone operators is probably higher than among any other class of gainfully employed young women. Strangely, however, this is not true of telephone operators in several other countries, for in a number of European countries it has become customary to keep spinsters and widows at operating work until they reach the ripe age of seventy or thereabouts. American operators' schools have perhaps been too efficient in developing in the girls not only courtesy and alertness, but also amiability and poise.
>
> "Another reason for the gaps among operators is that most companies have not been able to pay very high salaries for the services of the operators, so that these remained on the alert for opportunities in other occupations that brought greater remuneration. Other girls found the work too strenuous for their nervous temperaments. The companies have tried to make the work less exacting and, by giving frequent rest-periods and furnishing pleasant rest-rooms and lunch-rooms, have done their utmost to develop the welfare of the girls as well as their interest and pride in their work. But the gaps are no sooner filled than they open again so that there is a continual procession of girls training, working a short time, and quitting. Needless to say, this high labor turnover is an expensive burden to the operating department, and incidentally accounts very largely for justifiable complaints of poor service.
>
> "On top of these difficulties, which have become aggravated during the war because of the tempting salary offers in numerous other occupations, have recently come concerted demands for higher compensation, culminating in a strike in at least one city—Boston."

Over twenty-five years ago, the editor goes on to say, some of these difficulties were foreseen in inventions that aimed to replace the human element by means of automatic machinery. During the intervening years there have been great advances in automatic telephony. Several systems have been developed, of which at least one has come into extensive and successful use. He continues:

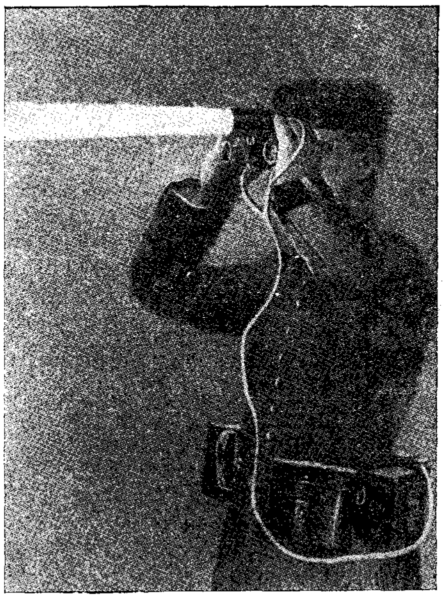
> "The service rendered by the 'girlless' phone is surprizingly prompt, free from wrong connections and cut-offs, and satisfactory in every way. It has been shown that there is no feature of telephone service that can not be furnished through the automatic instrument; long-distance, information, and emergency calls can be handled by a small number of operators. Foreigners unfamiliar with our language and people with impediments in speech can secure their connections much more readily than with a manual system. The perfected automatic telephone exchange equipment is a marvel of invention on a par with the linotype machine or printing telegraph and, equally with these ingenious mechanisms, a striking achievement in labor-saving apparatus.
>
> "It is not surprizing, therefore, that the executives of the largest telephone companies have at last turned to automatic telephony to rescue their operating departments from their increasingly desperate situation. It has been understood to be the new policy of the large Bell companies to change over to automatic equipment those exchanges that have the heaviest traffic, incidentally making such other rearrangements of offices, cables, etc., as would promote economy. It is not right to assume that these companies did not recognize the advantages



WHAT IS SEEN THROUGH THE EYEPIECE OF THE WOOD SIGNALING DEVICE.

of automatic telephony many years ago. They had a peculiar situation to face in that many millions of dollars of investment were tied up in their manual switchboards, and the sudden change to automatic would mean not only losing much of this capital through discarding of the manual equipment, but also necessitate securing great amounts of new capital to purchase the automatic apparatus.

"Now, however, because of the increasing cost of manual service, the economy in operation from adoption of automatic service will be greater, and it becomes financially expedient to change over, since this economy will within a reasonable time offset the interest on the additional capital investment."



THE OPTICAL TELEGRAPH

As used by the Germans.

INVISIBLE SIGNALS

SIGNALS that can be rendered visible to those who are to receive them, while remaining invisible to all else, have undoubted advantages from the standpoint of secrecy which would make them valuable in military operations. Such signals were used in the recent war, owing to the inventive skill of an American, Prof. R. W. Wood, of Johns Hopkins University, whose work with invisible rays, especially in photography, has been noted from time to time in these columns. Professor Wood's plan is to use a source of invisible rays, either those below or above the visible spectrum, and to employ a receiving instrument that makes them visible again. No one not provided with the proper receiver could have any idea that signals of any kind were passing. We translate, in part, an account of Professor Wood's apparatus, contributed to *La Nature* (Paris, May 31), by H. Vigneron. Writes this author:

"First, Professor Wood perfected the classic devices of optical telegraphy. In one of the systems in service in the German Army the signals are made by an electric lamp placed inside a tube which enables the sender to direct the light-beam as he chooses. Field-glasses fitted with this system enable a soldier to observe the signals sent in reply. The batteries supplying the lamp are placed in the belt shown in the illustration. All the apparatus of optical telegraphy are based on the same principle. The improvement introduced by Wood consists in increasing the precision of the transmitting instrument so that the size of the light-beam may be greatly diminished and secrecy thus insured, the signal being visible only at the receiving-station.

"The device consists of an achromatic lens at whose focus is a nitrogen-filled, metal-filament lamp operated by a battery of five dry piles and fitted with an ordinary Morse key. Behind the lamp is an eyepiece through which the receiving-station is exactly visible.

"When the sender looks through the eyepiece he sees the image of the lamp-filament projected against the landscape and is able to hold the device so that this image falls precisely on the receiving-station. . . . . . .

"With this apparatus and the nitrogen lamp, communication may be maintained up to distances of eighteen or twenty miles, the diameter of the light-beam at one and one-quarter miles not exceeding six feet. The weak point of this method may be seen at once: if the trenches are very near it is impossible to communicate with the receiving-station without the enemy's also getting the signals. The system, therefore, had to be modified. Professor Wood did this by using invisible light-rays for the signals. It is well known that under this general term are included infra-red and ultra-violet rays.

"If we place before the lamp a screen that allows only these infra-red rays to pass . . . these will not be perceived directly by the eye; but if at the receiving-post a similar device be used the observer will see the black field of his glass illuminated in red. Owing to this arrangement, secrecy is assured and the device may be used in this way at distances of five to six miles.

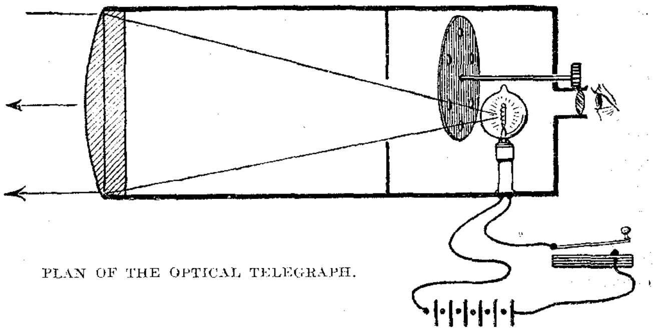
"To utilize the ultra-violet ray—and this is the most original feature of Mr. Wood's inventions—this scientist has succeeded in making a kind of glass absolutely opaque to the visible rays, but perfectly transparent to the ultra-violet. This glass, composed of silicate of soda and nickel oxid, therefore looks opaque to the eye, and to observe the rays that pass through it a detector is necessary. Wood utilizes the fluorescence of some such substance as platinocyanid of barium. In these conditions the range is five to six miles."

For marine signaling, where a greater range is necessary, Professor Wood, we are told, increases the intensity of the ultra-violet ray by using an ordinary mercury vapor-lamp surrounded by a screen of the special glass just described. If a ship carries two invisible signals of this sort at a standard distance apart, the observer, looking through his detector, can tell how far away she is. To quote further:

"At the entrance of a port, in a channel, if the buoys are painted with a fluorescent substance and the ship is supplied with a projector of ultra-violet rays, when the invisible beam strikes the buoy it will shine out clearly.

"To facilitate the landing of airplanes and the marking of aviation-fields, the ultra-violet rays may be similarly used. The aviator seeking to land examines the ground with a glass having a fluorescent screen and finds his field by its fixt ultra-violet signals.

"Wood's investigations, altho made for military purposes, have produced results that will be more generally useful; for they give us full control of the ultra-violet rays as a source of energy."



PLAN OF THE OPTICAL TELEGRAPH.

A SUBWAY IN SPAIN

SUBWAY TRAINS IN MADRID! Will the guards wear sombreros, and cloaks thrown back over one shoulder? What will be the Spanish for "Step lively, please," and "Watch your step"? Or will these adjurations not be required in the leisurely land of *mañana?* The official opening of the new subway in the Spanish capital is set for October 1, we are told by a writer in *The Railway Review* (Chicago, July 5). This city, he says, which has the reputation of being one of the most old-fashioned capitals of Europe, has suddenly developed an ambition to become up to date. With this in view it is rushing through an ambitious plan for city development. Whole blocks are torn down to make room for wide thoroughfares, and along these are erected six-story office-buildings and residences of the most approved type. The most important feature of this plan is a subway system that will cover the entire city and afford means of reaching suburban districts. We read further:

"The engineers who designed this system first made a study of the subways in New York, London, and Paris, and incorporated into their plans the best features of these well-known works. The original plans called for four lines to form the system, and the first of these is now nearing completion. The length of this line is nearly five kilometers (three miles) and extends from Puerta del Sol to Cuatro Caminos. The first half of this line had to be built at a depth of over sixty feet below street-level, in order to avoid the various obstacles that otherwise would have been encountered.

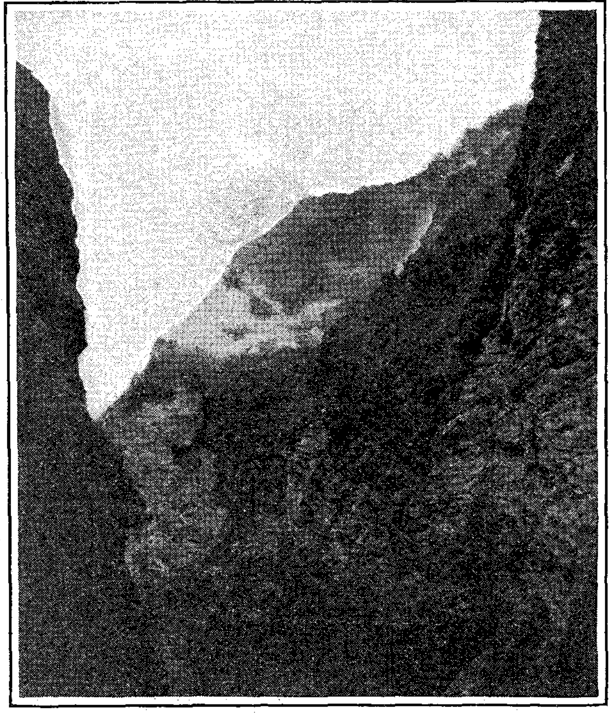
"At each of the stations trains of five coaches can be accommodated, and each train has a carrying capacity of 400 passengers. The plan is to operate trains at intervals of 2½ minutes. This plan will make it possible to carry as many as 9,600 passengers per hour in each direction. The work on the tunnel advanced steadily in the latter part of 1918, until at the end of the year the arch and the walls were finished from Puerta del Sol to Cuatro Caminos. Work was carried on simultaneously on the entrances to the various stations and the construction of the shops at the Cuatro Caminos terminal. At present work is being pushed on the decorative details of the stations and vestibules, and on the installation of the elevators. It can be expected that the work both on the tunnel and the superstructure will be completed before October, the time set for the formal opening of the subway.

"The company was organized with the idea that the subway should be made throughout as thoroughly representative of Spain as possible. With this idea in mind only such equipment and supplies have been obtained from abroad as could not be furnished by Spain itself. These include copper, the trucks of the cars, and the electric motors with their operating apparatus. The copper was contracted for with the Standard Underground Cable Co., of Pittsburg. Of the twenty-four Westinghouse & Schneider electric motors, half are now at Madrid and the others have reached Barcelona. The General Electric Company, of New York, furnished the operating apparatus, and the Brill Company, of Philadelphia, furnished forty-six trucks. All the remaining materials, including rails, ties, bodies of the motor-coaches and trailers, frame-work of the shops, machinery, etc., are of Spanish production.

"Because of the rapid progress that has been made on this first line, the council has determined to continue the construction of the metropolitan system. . . . The completion of the entire system will relieve greatly the crowded and narrow streets that center at Puerta del Sol and will afford the city the ready transportation which is so badly needed."

CAÑONS ON FIRE

PETROLEUM-BEARING ROCKS, capable of being set on fire, are not uncommon in California. These actually burn at times, and have been known to remain in slow combustion for long periods, manifesting their action by giving off clouds of smoke and steam, with an occasional burst of flame. In *The Scientific American* (New York), a contributor gives a brief description of a "burning cañon" near Santa Monica, in southern California, whose sides are formed of oil-saturated shale. Phenomena of this sort frequently give rise to newspaper tales of volcanic action; but altho there are real volcanoes on the Pacific coast, and one of them—Mount Lassen—has been manifesting some activity of late, there is, of course, nothing volcanic about the "burning cañon," but simply the ordinary combustion of crude mineral oil. Says the writer:



By courtesy of "The Scientific American," New York.

A "BURNING CAÑON" IN CALIFORNIA.

"The spectacle of rain, fire, and flood all occurring at the same time is not an unusual sight in some of the cañons near Los Angeles. The most notable example is near Santa Monica, which is on the southern coast of California. The precipitous sides of the cañons debouching into the Pacific Ocean in that vicinity are composed of clay and shale. Whenever rain falls on these rocks, great clouds of steam rise from the cañons. The cañon crests and faces are crowned by vitrified rock burned a dull red.

"It is reported by the early historians that when the Mission fathers visited this region one hundred and fifty years ago the natives avoided these places. They claimed that these mysterious cañons were the abode of evil spirits and the Indians could not be induced to guide the priests to their vicinity.

"During the infrequent earthquakes in this region the upper surfaces of the cañon sides give off sulfurous gases similar to those noticed during rain-storms.

"Actual flame has also been reported in one of these cañons, and similar phenomena are said to occur at certain places in Santa Barbara County, hence the occasional newspaper accounts of active 'volcanoes' near the coast of California. The phenomena are evidently due to fires in the petroleum-bearing shales which crop out in these regions. The cause of the fires is uncertain; they may be started by lightning or they may be a case of spontaneous combustion. Messrs. R. S. Arnold and H. R. Johnson, who investigated the subject some years ago, say:

"'This unique variety of metamorphism has been at work locally in many regions of bituminous rocks in California, where a process of combustion of the hydrocarbon contents has altered the naturally white, soft shale to a rock of brilliant rose or brick-red color, and rendered it in cases hard and vesicular like scoriaceous lava.'

"In drilling oil-wells burned shale has been found at depths of from 90 to 1,000 feet, proving that the burning has taken place deep down within the oil-bearing formation, as well as at the surface."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 74

LETTERS - AND - ART

PASSING OF THE MINSTRELS

GEORGE H. PRIMROSE,

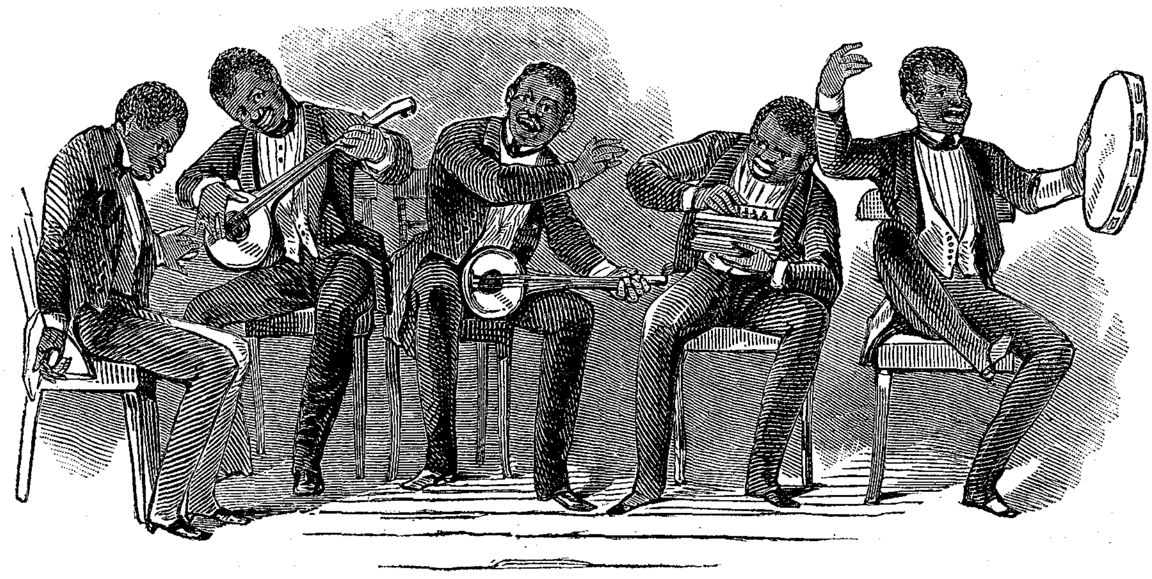
With whom "black-faced minstrelsy may be said to have passed."

RUNNING LIKE AN UNDERTONE through the comments on the death of the famous minstrel, George H. Primrose, are reminiscences of vanished days and old familiar faces, and regret for the passing of a distinctively American form of entertainment that for more than half a century held a warm place in the affection of the public. "Several recent musical comedies have interpolated 'minstrel' scenes, with middle-man and end-men as of yore and row over row of burnt-cork faces rising amphitheatrically above them," says the New York *Times*, "but the grace of a day that is dead never comes back." "Who shall say," it muses mournfully, "why fashions in the theater rise so gloriously and so lamentably cease?" George Primrose's last exit, notes the Newark *News*, calls to mind such names as "Wambold, Birch, and Backus, Thatcher, the Haverlys, Billy West, and a host of others who gave joy to thousands." Recognizing the fact that "the ascendency of the vaudeville, the cabaret, and the class of divertisement known as the 'frolic' have relegated the minstrel-show to a place far in the rear," the Newark paper doubts "if many of the stars of Broadway's lighter amusements of to-day will hold as dear a place in the memory of the playgoers of to-morrow as George Primrose holds for the audiences of yesteryear." "To those who knew him in his prime," says the St. Joseph *News-Press*, "he was one of the few remaining links between the present and the time when mirth and melody went hand in hand, and the semicircled assemblage of burnt-cork troubadours numbered among its distinguished members vocalists with whose like modern musical comedy has no acquaintance; when discordant jazz was unknown, and soft-shoe dancing drew wonderment and admiration for its exponents such as the shimmy can never hope to aspire to." "The negro minstrel is out of style" laments the Sacramento *Bee;* "frivolity and flippancy and smartness have replaced the rich, rare, and hearty fraternalism of the old order." "The world is better because Primrose lived in it and played so well the part that fell to him," remarks *The Free Press* of London, Ontario, the Canadian town in which he was born. And the same paper adds with a touch of melancholy: "The old-time minstrel-show is disappearing before the all-conquering film." "Those were happy days when Primrose and West—and later Primrose and Dockstader—made their annual tours," muses the South Bend *Tribune*, which goes on to say:

"With George H. Primrose black-face minstrelsy may be said to have passed, for while Lew Dockstader is living he has given up burnt cork and is doing his vaudeville monolog in white face; and altho minstrels still tour the country Primrose and Dockstader were the last to play regular engagements in the great cities as a matter of right. When that partnership dissolved the curtain came down on a form of entertainment peculiarly American, about which linger some of the sweetest memories of the stage."

To an editorial writer of the Birmingham *Age Herald* the death of this veteran minstrel calls up certain vivid childhood memories which are shared by thousands of his contemporaries:

"There were the gaudy lithographs on bill-boards which sharpened curiosity and anticipation for weeks ahead. Then there



THE JAZZ BAND OF OUR GRANDFATHERS.

This old cut from a London paper dated 1846 shows "The Ethiopian Serenaders," a visiting group of American minstrels and one of the earliest organizations of its kind. The first minstrel show is said to have been given in New York in 1843.

was the arrival of the minstrel troupe when youngsters marveled at people traveling in a private car, with lettering on the sides boldly proclaiming the greatest amusement enterprise of its kind in the world. The parade was second only to a circus parade in its splendor of long-tailed coats, walking sticks, and tall hats, the band drest in magnificent uniforms and playing on 'solid-gold' instruments.

"Afterward came the hurriedly eaten supper, the feverish wait until father was ready, and then the walk to the stuffy little theater, one's footsteps hastened by the blare of a preliminary concert at the entrance. The house was always hot, the air inside stifling, and the gallery gods made a prodigious racket. But at last the curtain went up, disclosing the magic circle with a sumptuous background of scenery and glittering lights; the handsome interlocutor in his place, the end-men ready with their quips and songs, and the vocalists clearing their throats to sing ballads about home, and mother, and Irish maidens. Nothing can ever bring back the thrill of those nights when, as little tads, we went to a minstrel-show."

Mr. Primrose, who died at San Diego, Cal., on July 25, at the age of sixty-six, won his place in minstrelsy as a dancer. "Probably of all the dancers minstrelsy has developed he was the best," says the Newark *News*. He is credited with the invention and development of the soft-shoe style of dancing, and in this field, we are told by Mr. Bide Dudley in the New York *Evening World*, he exhibited "terpsichorean grace without equal in the realm of burnt cork." The same writer recalls the following bit of condensed autobiography from a conversation with Mr. Primrose:

"I was a natural dancer from boyhood. As a barefooted urchin I could match the expert clog-dancers. Finally I got a job as call-boy at the Casino in Detroit and I used to dance all over the stage behind the scenes. One night I was told to go out and do a juba dance; also 'The Essence of Old Virginia.' I made a hit, but got no pay. However, from that time on I was in demand as a clog- and jig-dancer at entertainments given by firemen, policemen, etc.

"Next I went to Buffalo and started on a hunt for work. I found a music-hall and was hired at $5 a week to do five turns a day. That was my real start. After that I got a place on a regular variety bill. Since those days I have danced my way all over this world, and I will likely dance my way into the next."

The Brooklyn *Eagle* recalls that "in the '50's Woods' Marble Minstrel Hall and in the '70's and '80's Dan Bryant and the San Francisco Minstrels had just as enthusiastic following as did the legitimate theaters." And the New Haven *Journal-Courier*, after touching on memories of Thatcher, West, Barlow, and Wilson—the last-named, the dean of minstrels, is still in the game at seventy-two—goes on to say:

"It would be unnatural to recall these minstrels without having one's memory turn to Birch, Wambold, and Backus, the San Francisco minstrel company, whose permanent home in New York brought them great prosperity and a national reputation. Theirs was the refinement of minstrelsy and was characterized by the originality of their jokes, the beauty of their singing, and the simplicity of their stage-setting. They kept themselves as near as possible to the level of the plantation idea. Lew Benedict was a lovable minstrel and made the firm of Duprez and Benedict known everywhere. Back of all these good people were the Christys, of New York, and almost contemporaneous with them the Carncross Minstrel Company, of Philadelphia. There were the Jack Haverly minstrels, from whose ranks graduated many a favorite, if we mistake not Hugh Dougherty among them.

"Old-timers will, of course, brush these worthies aside with an affectionate superiority and pass in review that artist among minstrels, old Dan Bryant, one of whose companions in those days of burnt cork was Billy Florence, who afterward became a legitimate actor of fame and fortune. They will dwell in hope and confidence upon Neil O'Brien, into whose hands seem to have passed the last days of this form of purely American entertainment. More like Bryant than any of them, he has a less sympathetic community to appeal to. As an amusement it will go unless reduced to the form it had shortly after the Civil War. There is no hope for it as a stage circus."

MINSTRELSY IN ONE OF ITS LATER DEVELOPMENTS.

This shows how in recent years the minstrel has adapted himself to the vaudeville stage. The dancer with his hat in his hand is George Primrose.

The question, "Is minstrelsy dying out?" was a familiar one even ten years ago, when Mr. Edward Le Roy Rice published his "Monarchs of Minstrelsy." In his introduction Mr. Rice says:

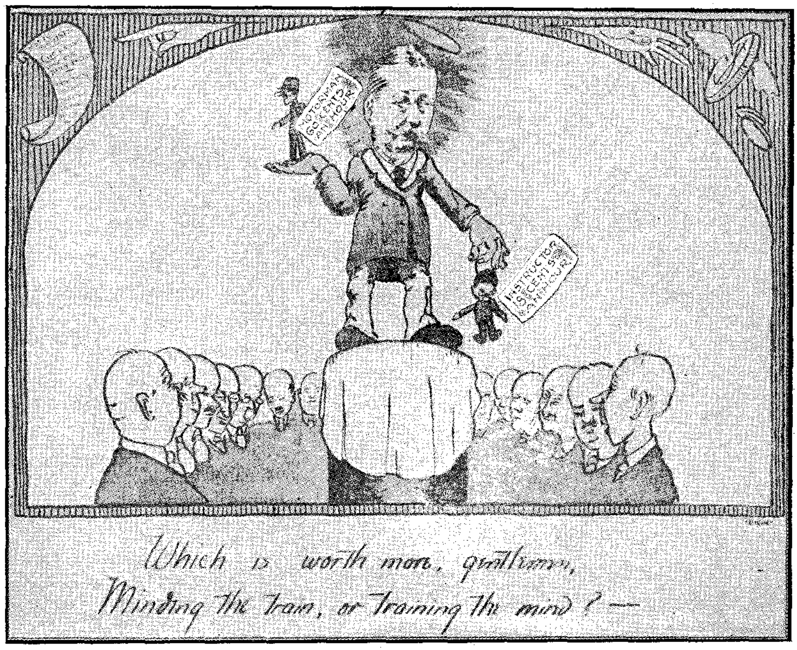
"Is minstrelsy dying out? How often has this been asked and how conflicting are the opinions of those who ought to know?

"But if the question were: Are the minstrels dying out? there could be no divergence of opinion. The passing away in the last decade or so of such luminaries as Neil Bryant, Billy Rice, Billy West, Billy Emerson, Wm. Henry Rice, Frank Cushman, Ben. Cotton, Johnny Booker, Jack Herman, Andy Leavitt, E. F. Dixey, J. B. Donniker, 'Eugene' J. H. Haverly, Sam Hague, Dave Reed, and many others, eliminates the matter of doubt entirely. Granting this, it would appear that the two terms, minstrels and minstrelsy, are synonymous."

According to the same authority, the first minstrel performance took place in New York City in 1843, and consisted of a quartet of white men with blacked faces—Dan Emmett, Frank Brower, Dick Pelham, and Billy Whitlock—equipped with banjo, violin, castanets, and tambourine. In the same year they played in England.

BOOSTING THE PROFESSORS' SALARIES

A MOTOR-MAN GETS SIXTY CENTS AN HOUR; a professor eighteen cents. True to the American instinct for enforcing a point with a pun the president of Harvard asks, "Which is worth more, gentlemen, minding the train or training the mind?" When the query was put to the hundred and twenty alumni who had gathered for the recent session of the "Old Grads' School," at Cambridge, there was no hesitation about the response. Eleven million was quickly voted as the goal of the effort to be made among the 36,000 Harvard alumni for the increase of the university's endowment. Actuated by the inspiration of all the drives of the past five years "their aim," says a Cambridge correspondent of the New York *Tribune*, "will be to get every Harvard man in America, or out of it, to think of the motor-man-professor proposition and give 'until it hurts.'" The problem confronting Harvard might be duplicated in every college in the country, and the way which this institution is now taking to meet it may be expected to have its imitators. The special case may be translated to fit the terms of most of our colleges East and West:


MOTORMAN 60 CENTS AN HOUR
INSTRUCTOR 18 CENTS AN HOUR
Which is worth more, gentlemen,
Minding the train, or training the mind? —

HARVARD'S PUNNING PRESIDENT

When he addrest the Old Grads.

—F. F. Bacon, '20, in *The Lampoon* (Cambridge).

"The visiting 'grads,' after their recent studies here, came to the conclusion that the only American commodity which has not risen in price since they bought their last breakfast at 'Rammy's' ten, fifteen, twenty or more years ago, is a college education. The tuition-fee to-day, as years ago, is $200. Nowadays the actual cost of a year's tuition is $650, so that it means a loss of $450 to Harvard to admit a freshman. To the question as to why the tuition-fee is not raised it is answered that, with things as they are, there nevertheless exists an all too forceful impression that the colleges are for the rich only, and that to raise the fee would be fatal to Harvard's program of democratization. 'We must remember that a university is a servant of the public,' said President Lowell, addressing the 'old grads' in the faculty room of University Hall on their arrival here last Monday. 'And a university is just as much a servant of the people when it is endowed as when it is a state institution. We've got the idea that we are not serving the public as much as we might. We must develop our extension work.'

"The extension program calls for a great broadening in chemical instruction. It calls also for an endowment for the dental school, a large mobile fund which can be adapted to the needs of the moment, something which Harvard entirely lacks, and an additional endowment for the medical school."

The heartening example of the past years is shown in the words of Mr. Eliot Wadsworth, delivered at one of the closing gatherings of the session. As the Boston *Transcript* reports him:

"President Lowell has stated that $11,000,000 will hardly bring the income of the university up to its present needs. We must plan and work, therefore, for a heavy oversubscription. We must go 'over the top,' and just as far beyond the top as it is possible to go.

"There is not one of us who did not work as he never worked before, during the war. Whether we were campaigning in the field under arms, or at home in the drives, it is safe to say that every one of us learned more than we ever knew before about working in an organization and through an organization. By means of these united efforts we accomplished absolute and complete victory, and we are now free to turn our strength and our knowledge to construction rather than destruction.

"As alumni, and as citizens, we must meet the problems that confront Harvard University. President Lowell has told us the university is starved for lack of a proper income. He has told us that the teaching staff is making sacrifices far beyond what is just and right. It is squarely upon us to remedy this situation; we are organized to do it. The accomplishment depends upon the efforts of each individual man in this room. That success is possible, there is not the slightest doubt. In that success we will all share exactly in proportion to the effort and enthusiasm that we expend in making our own individual part of this national movement 100 per cent. perfect."

A point made at the Harvard "Old Grads' School" was that "American colleges and universities are now pitted against business and the professions in an effort to enlist the best talent of the nation." The point is also emphasized by Prof. George D. Strayer, of Columbia, president of the National Educational Association, who says in the New York *Times* that "the war has actually created a market for college professors," and furthermore warns that "unless the salaries of teachers are increased the entire school system of the country must suffer." The situation is thus presented:

"The war has opened up a new field for men with specialized college training. Go over the lists of college professors and administrative officers and you will find some of the biggest names in the story of the achievements of the war.

"The war has opened up a tremendously increased field for such men. Some are returning to the colleges, but for others, especially the younger men, the colleges must compete with the openings which are better paid. For a long time few college salaries have been high enough to draw the best men and hold them unless they had other sources of income."

Drives may be easily decreed but hardly carried out. Princeton is also in the field and asks as much as $14,000,000, while Mt. Holyoke would content herself with $1,500,000 and Fordham with $1,000,000. *The Times*, speaking editorially, does not doubt the probability that Harvard's drive will succeed, but casts an eye over the financial resources of the body from which response must come:

"The war has accustomed us to such large figures that very few realize the magnitude of the task which our leading universities have undertaken in their 'drives' for a proper equipment of teaching and a proper payment of the teacher. . . . If the summer schooling of these financiers includes arithmetic, they must have discovered that the average gift of all Harvard graduates will have to be $305. A billion dollars for the war has come to seem a negligible detail; but in the family exchequer a dollar looms larger than ever before. Statistics as to the earnings of college graduates bring little comfort. The average is considerably less than three thousand dollars, and this in spite of the fact that in each class there may be several men whose income is measured by hundreds of thousands. The drive thus contemplates a levy of more than ten per cent. on the average annual income."

PROPAGANDA FICTION

IT IS A MATTER OF COMMON KNOWLEDGE that social and economic reforms have been accelerated by means of romances or popular novels, such as Mrs. Stowe's "Uncle Tom's Cabin" and certain deliberately crusading books by Dickens, Reade, and Kingsley. That preachment in such a guise may have its dangers as well as its benefits is a point urged by an editorial writer in the New York *Journal of Commerce*, who calls attention to three recent books in particular which he regards as embodying "insidious propaganda" of a kind "exceedingly dangerous to the sound, constructive American solution of present problems." The books he briefly discusses are "The Shadow of the Cathedral," "Democracy," and "In the Heart of a Fool," by a Spaniard, an Englishman, and an American. While emphatically repudiating any suggestion that such books as these should not be written or should be tabu to readers of education and intelligence, he reminds us that—

"Novel-reading is often the relaxation of those who think less, rather than more, than might be expected of the average person, and it is this same type of people which thinks in an exceedingly superficial way when it comes to matters of religion or to social and political problems. The new, the unusual, the plausible, is what attracts them. They believe they are able by a short cut, as it were, to become members of the '*Intelligentsia*,' or 'highbrows,' as our more practical and common-sense slang would designate them. They absorb without much discrimination and with equal indifference that which is bad, as well as that which is good.

"But these same individuals of both sexes often are voters, or consider themselves leaders in the formation of public opinion, especially along the lines of what they are pleased to call 'advanced thought.' For this reason it is a matter of some moment that many of the present-day novels of popular vogue have tendencies that are anything but sound and constructive in a time of unrest and readjustment that inevitably must follow a world-wide war."

Turning to the specific books which form his text—all of them "of current popularity and written with unusual skill, art, and power of description"—he goes on to say:

"First among these is Blasco-Ibáñez's novel, 'The Shadow of the Cathedral.' Undoubtedly it has had an unusually wide reading on account of the justly great popularity of the author's earlier work—'The Four Horsemen of the Apocalypse.' This later translated work of Blasco-Ibáñez is a bitter arraignment of religious and social decadence in contemporary Spain, but the author totally ignores the patent fact that it was caused, not by the beliefs or moral convictions of the Spanish people, but by their more or less complete failure to live according to the duties and plain implications of these same beliefs. Blasco-Ibáñez excoriates church and state as the cause of all these evils, and then offers as a cure the crudest and most materialistic forms of atheism and socialism as a proper solution of the problems. The book gives a convincing and dramatic picture of the life of the Spanish people, which makes his arguments all the more dangerous.

"Then there is a recent work which comes from Great Britain and is entitled 'Democracy.' The author is Shaw Desmond, and he professes to give a non-partizan view of the present conflict between capital and labor in England. But it would seem that he takes care to give at great length, and with every sort of appeal to the sentiment of the reader, the views of revolutionary radicals of the various camps; then, after a brief statement as to their present impractical character, he causes their leading exponent to fall a martyr by crucifixion, and in a description that many people would consider blasphemous.

"Coming nearer home, a book of much the same type as the others may be found in William Allen White's 'In the Heart of a Fool.' This is a fine description of the settlement and growth of a mid-Western community from pioneer days to the most advanced industrialism. Of course, some of the rich have become richer, and also some of the poor have become poorer, but in addition there has been an influx of a large and ignorant foreign element.

"Mr. White proves to his own satisfaction that the capital invested in the new and growing industrial plants has been stolen from the wage-earners, who in reality 'own' all the tools with which they work. He is right when he tells of many instances of sweating, payment of a non-living wage, and open breach of sanitary and other laws protecting the health of the workers, but he blames these things, in real Blasco-Ibáñez manner, upon present-day American religion and government, rather than upon the abuse of these same principles by certain individuals of all ranks and classes, high and low, rich and poor.

"He would seem to offer as the cure-all, while steering clear of religious questions, a system of socialism of the variety most approved by the leaders of that ilk from Continental Europe, not to mention their more or less American *confrères* on this side of the Atlantic."

A HINDU PLEA FOR ENGLISH

THE NATIONALISTS, or "home-rulers," in India are trying to substitute the vernacular for English in the common schools of the peninsula, and many cultivated Indians wish to banish not only the British Government, but all art, poetry, and philosophy not inspired by the Vedas. Here and there, however, an Indian liberator raises his voice in defense of the imported tongue and its attendant ideals. Thus a native writer in *The Modern Review* (Calcutta) reminds his countrymen that all their fine nationalistic ideals were really learned from the British. And he points out that the real hope of the new nationalistic movement, which aims at the ultimate delivery of India from the rule of foreigners, lies in the continuance of the influence of the ideals of those foreigners upon the would-be deliverers.

It is the peculiar paradox of British rule, he says, that it teaches the ruled to dispense with it as fast as possible. "The ideals of nationalism and self-determination that influence our lives to-day we owe to our contact with western culture, and this contact has been possible to us through the study of the English language," he writes. He argues further that the optimism of the modern Indian reformers was learned from the British, since it was the "materialistic" westerners who first taught the finer minds of India to take some interest in improving the conditions of this earthly life for themselves and others, instead of abstracting themselves from it as much as possible, after the fashion of the elder saints and mystics. On this point the writer goes on to say:

"The presence of a healthy optimism in our midst may be traced to British influence. It is true that our forefathers lived a life of lofty ideals in this world. But they were not interested in it. Our religious traditions have a decidedly antimundane influence. . . . It is true that our literature—*i.e.*, Sanskrit and Persian—is full of lofty ideals. But it is impossible to revive them, however strenuous our efforts may be. Western culture, for good and for evil, has produced indelible impressions on our minds which can not be effaced."

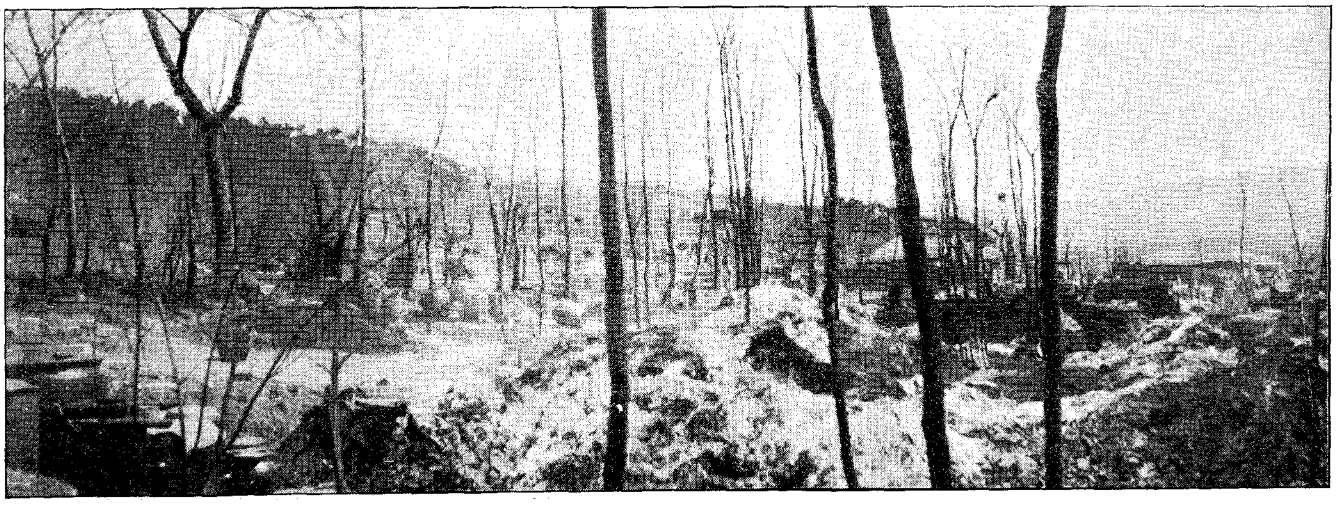
The wise course for India, he therefore argues, is to "arrive at a judicious compromise which will effect a happy synthesis between eastern and western ideals." And it is therefore necessary for every educated Indian "to be familiar not only with his own literature, but with English literature as well." We read further:

"Since every one can not go to college, English should be thoroughly mastered in the secondary schools. The standard of English in these schools should be such as to create a taste in the pupil for English literature. . . . . .

"We must remember that no nation can afford to rely exclusively on its own store of knowledge. It must be in touch with the whole civilized world. And in the case of India this vital touch can only be maintained through the medium of the English language. Thus it is clear that it is of supreme national importance that English should occupy an important place in our system of education."

If the point of view maintained in this article is sound, the question of the ultimate disappearance of the English language is simply unthinkable.

RELIGION-AND-SOCIAL-SERVICE



SITE OF BURNED CHURCH AT CHAIAM, WHERE TEN KOREAN CHRISTIANS WERE MURDERED ON APRIL 15.

JAPANESE PERSECUTION OF CHRISTIANS IN KOREA

JAPANESE EFFORTS to stamp out the independence movement in Korea have included the torturing and murdering of native Christians, the burning of Christian churches, and the beating and arrest of American missionaries—incidents which have been recorded and discust in other issues of THE DIGEST. Japan's defense, we gather from dispatches, is that such atrocities had no sanction from the Japanese home Government, and that steps are being taken to prevent their continuance or recurrence. We are assured, moreover, that religious persecution did not enter into the case, since the Christians who suffered were penalized as revolutionists, not as Christians. Before discussing this point, it may be interesting to quote from *The Japan Advertiser*, of Tokyo, the following account of what happened at noon, April 15, in the Korean village of Chaiam, which consisted of about forty houses and a Christian church:

> "On this date a Japanese lieutenant, with a number of soldiers, appeared in the town and ordered twenty-three men into the church under the pretense of giving them a lecture. Among the number who obeyed the order were eleven Christian men. It is probable that nearly all the others were members of the Chundo Kyo. Among the former was a young man who escaped from the building after it was set on fire and he tells the story of the massacre. He states that the lieutenant began haranguing the men he had called and finally asked them of the teaching of Christianity. The leader, named An, replied that the Bible taught good relationship among men, reverence for and service of God, and final reward of heaven. The lieutenant answered that the Christians were acting contrary to this teaching, etc., and finally stept out of the building.
>
> "There were three sharp commands and the soldiers at the door fired into the church. Men seated on the floor crumpled up and fell over, but the testifying eye-witness did not know they were being shot, but thought that the soldiers were firing blank cartridges and the men were prostrating themselves because of fear.
>
> "He hid behind the pulpit and rolled under a bench. Smoke immediately filled the building, when he and a Mr. Hong, who had so far escaped injury, climbed through a window above the pulpit and ran. Hong took the road through the town toward his home, but was shot on the outskirts of the town. The one who escaped ran for the small wooded hill at the back of the burning village. A soldier shot at him but missed, and he reached the top of the hill and escaped. . . . . . .
>
> "During the day, six men, all Christians, were called from their homes in the hamlet, just beyond the village, and shot."

This procedure, it seems, was repeated, with slight variations, in many other villages. The general reports of such atrocities have been recently confirmed by the Federal Council of Churches of Christ in America, and by Bishop Herbert Welch, of Seoul, Korea, who is in charge of Methodist Episcopal missions in Japan and Korea. The Federal Council tells us that assurances were given on July 10 by Premier Hara and other antimilitarists in the Japanese Government that reforms "will be carried into effect as soon as the legal requirements of procedure to make them definite shall have been completed." But it states that "from the very first day of the demonstrations officials have paid more attention to Christian participation than to that of any other class." In its report, as quoted in the New York *Christian Herald* (undenominational), we read:

> "Arrests of those actually taking part in demonstrations and made upon the spot were naturally made without discrimination, but in the campaign of general arrests which followed throughout the country, Christians have been singled out for marked discrimination, even before demonstrations have taken place.
>
> "Throughout the country the police immediately began to arrest pastors, elders, and other church officers. Some of these have been released after weeks of imprisonment and examination. Sentences against others are being daily announced, even in the case of men who took no part in the demonstrations, ranging from six months to three years of penal servitude. . . . In some places the men and women of the village were called together; all those who admitted they were Christians were maltreated or arrested and the others sent away. Wayfarers met by soldiers and gendarmes are asked whether they are Christians, and beaten and abused on the admission of the fact. Korean Christians remaining in the villages are given all sorts of announcements by local police and gendarmes. They are told that Christianity is to be exterminated, that all Christians are to be shot, that meetings are to be forbidden."

Bishop Welch, writing in the New York *Christian Advocate* (Methodist), expresses his own belief that "there has been no official sanction given by the government-general—some of whose members are very sympathetic with Christianity—to any anti-Christian crusade." "But," he goes on to say,

> "I believe that the present disorders have given opportunity to local officials who were anti-Christian in their spirit, and especially to military men, who are, as a rule, bitterly opposed to Christianity, to strike at the Christian organization and at Christian people, under pretense of restoring order.

"Beyond that, however, it may also be said that there is undoubtedly uneasiness in official quarters with regard to the Christian enterprise. It is recognized that the Church is a close organization in a country where all organization is regarded as dangerous; that it is under foreign leadership, or at least foreign influence; that its people are more progressive than the masses; and that the ideals of Christianity are, and of necessity must be, a real annoyance to a military government.

"Recognizing the delicate factors that enter into the situation, our missionaries have, on the whole, been exceedingly discreet. While their hearts boiled with indignation and grief, they yet recognized that they must place themselves under the guidance of their consular officers, and that they must be neutral so far as the political questions at issue were concerned. But it was felt that on questions of violence and cruelty the missionaries had a right to speak. As one of them phrased it, 'no neutrality on brutality.'

"The Japanese newspapers in Korea and in Japan proper continually and persistently have pointed to the missionaries as the instigators of the movement. Many of the government-general have declared that, after investigation, they were satisfied that these accusations were unfounded. Yet the officials were not content to have the missionaries take the position of mere bystanders. It was urged that the missionaries, representing the religion of law and order, ought to stand with the Government against the illegal proceedings of the people; also that, as friends of the Korean people, the missionaries ought to hold the people back from the trouble and suffering into which they were plunging.

"As a result of the carefulness of the missionaries and the vigor of the American consul, only a few came into any direct difficulty with government representatives. Several were called to police offices and questioned. Some of their homes, as well as the schools and hospitals, were searched. Miss Davies and Miss Hocking, ladies of the Australian Presbyterian Mission in Fusan, were detained in prison for two days, on a charge of stirring up disorder. Mrs. Moore and Miss Trissel, of our own mission in Pyeng Yang, were struck in the back by a soldier, using the butt end of his gun in a needless and impudent way, while they were proceeding quietly about their business. Mr. Thomas, an English member of the Oriental Mission, was beaten rather badly by officers and civilians while peaceably standing by the roadside. He has, I am informed, been awarded 5,000 yen damages by the Government. Mr. Mowry, of the Northern Presbyterian Mission in Pyeng Yang, was arrested on the charge of harboring law-breakers. A verbatim report was made of his first trial, which is interesting reading. He had given refuge to several young Korean men for whom the police were seeking. The Government asserted that he knew they were trying to escape the police; he said that he did not know this, tho he did surmise that it might be so. It may be that Mr. Mowry went very close to the line of legality, tho of course no question of moral wrong was involved. Even so, the sentence of imprisonment for six months at hard labor seemed severe. When he appealed from this judgment he was released on bail, after several weeks of detention, and has since been at large. The appeal resulted in a reduction of the sentence to four months and the suspension of the sentence for two years. An appeal to a still higher court has been taken.

"As to general conditions, I ought to add that we have suffered not only by the closing of the schools and by the destruction of some church buildings, but by the scattering of our workers. Many of our preachers and teachers are in prison or have left their work and are in hiding. Services in some of our churches have been temporarily suspended by order of the authorities. In many cases there is no competent person to conduct the Church affairs."

THE CHURCH AND RADICALISM

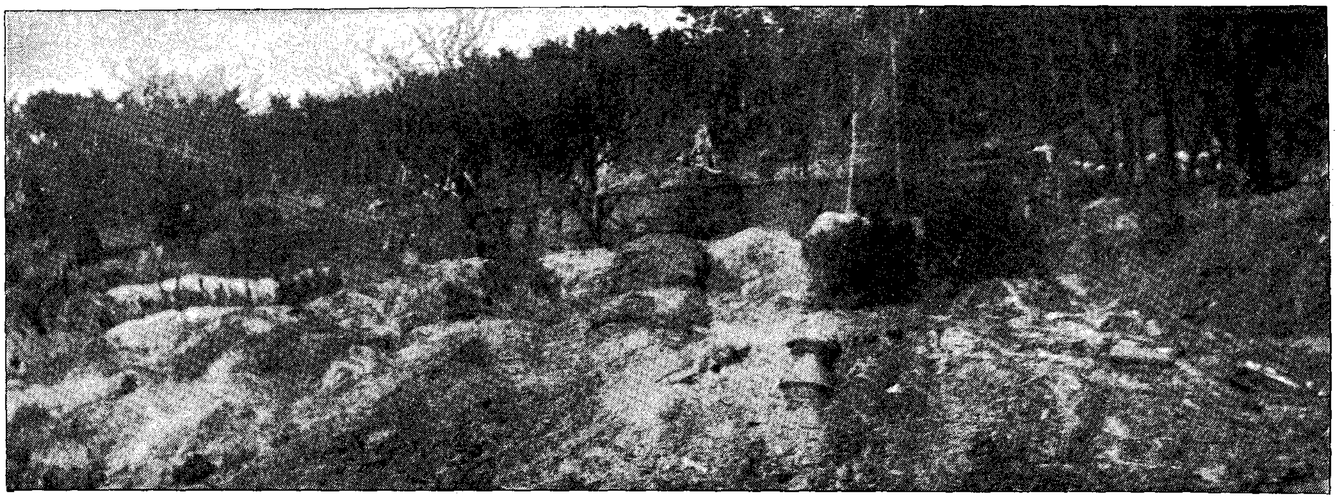
THE HOSTILITY OF RUSSIAN BOLSHEVISM to the Christian Church has been widely advertised; and only the other day the delegates to the Presbyterian New Era Conference at Stony Brook, New York, were urged to fight the I. W. W. in this country because it is "working continuously to destroy the Church." Yet we are reminded by a writer in *Zion's Herald* (Methodist, Boston) that "Christianity is at once the cause of the unrest that to-day pervades the world, and its cure"; and that "it is to the Church itself that we must go to find the germ of those teachings which to-day, distorted oftentimes, seem to be threatening the very foundations of society." This writer goes on to say:

"Not street-corner radicalism taught humanity the value of the human personality, but Christianity.

"The church may not be competent to give utterance to detailed programs for the amelioration of the social order. But it is fully competent to denounce evil, point to the more excellent way, and with a 'Thus saith the Lord' enunciate principles as basic to the needs of man as life itself. Overwork, bad housing, child labor, under-pay, unsanitary conditions of work, lack of recreational opportunity—injustice of every kind finds and must find in Christianity undying enmity. The church that fails to speak unequivocally on these questions is doomed.

"It was Christ, Founder of the church, who taught to the world the value of the individual. From Christ there come to us the fundamental lessons of democracy, of the equality of rights inherent in the individual. From Christ comes also the principle of human relation which alone will make democracy possible, that of consideration for others.

"It is because of this that the church, and the church alone, has the answer to the demands of the age. Bolshevism, violence, revolution lead but to destruction. They are humanity gone bankrupt. They tear down and leave chaos behind. Christianity comes with healing in its wings. Unmistakably, clearly let the church speak in these fateful days, dwelling upon the fundamental teachings of its Founder, and a new social order will come to pass that will spell justice throughout the earth and save the world from the disaster that waits upon the unbridled radicalism that everywhere threatens the race."



RUINS OF CHURCH AT SOO CHON, BURNED APRIL 6.

The coal-stove, half-buried in the ashes, stood in the corner of the church. Thirty-three houses were burned in this village.

RELIGIOUS PAPERS ON THE NEGRO PROBLEM

THE NEGRO PROBLEM, so startlingly emphasized by the recent race-riots in Washington and Chicago, is increasingly engaging the attention of the religious press. Noting that these riots occurred after prohibition was in force, and therefore presumably could not be charged against alcoholic intoxication, the Philadelphia *Presbyterian* sees in them a challenge to the Christian Church. Such rioting, it affirms, "is a loud call to the Church to do her duty and fulfil her commission"—it is a reminder that "our whole civilization has suffered and is suffering from a disregard of God's truth and law." *Unity* (Non-sectarian, Chicago) calls attention in the following words to "the new radical movement which is now rapidly coming to the fore among our colored brethren":

> "Long years of oppression through disfranchisement, 'Jim Crow' laws, segregation policies, lynching, economic discrimination, etc., coupled with the bitter experiences incident to the Great War, have raised up a group of young men and women in the negro ranks who are impatient with the old leaders of the race, of both the Booker Washington and Du Bois school, and are clamoring for more aggressive action along lines of uncompromising social radicalism. These militants are most of them Socialists, and thus represent not only extreme revolt against racial oppression, but also the appearance among negroes of that same movement of political and economic revolution which is now sweeping the world from end to end. Just how powerful this new group is to-day, we do not know; but it is largely represented in New York and other great cities, has a journalistic organ, *The Messenger*, which is of exceptionally high standard, and is pushing a vigorous and determined campaign, especially in the North. It is too early, as yet, to estimate the significance of this sudden appearance among colored people of this movement for radical social change, but that it marks the entrance of the negro problem upon a wholly new period of development, is not altogether unlikely."

A reassuring note is sounded by Mr. S. J. Fisher in the Philadelphia *New Era Magazine* (Presbyterian), who concedes that "men who have been willing to make the great sacrifice at the call of our country may well be excused for hoping for a larger justice and more considerate treatment," but who sees at the same time an encouraging sign in "the attitude and counsel of educated Christian negroes in the South." The attitude of sanity and patience is reflected in the recent words of negro religious leaders. Thus the Rev. J. Will Jackson, D.D., writing in the New Orleans Southwestern *Christian Advocate* (African Methodist Episcopal Zion Church), is confident that the outcome of the war is "an irreversible victory for righteousness and the beginning of applied democracy," and that "the principles for the prevalence of which we fought and won must and will be applied to all." But at the same time he warns his people that "no miraculous change of sentiment, nor of race relations, should be expected." He goes on to say:

> "Such, however, seems to be the almost imperative demand of certain race-leaders. The subsidence of race-prejudice was not coincident with the downfall of Germany, nor will it be with the formation of a League of Nations, if effected. The white man has it, the black man has it—most men, everywhere, still have it. He who arouses in the negro expectations of a speedy democratic solution of all his depressing race-problems will, I fear, do him much harm. It will give frequent occasions for irritating disappointment, which would work evil in various ways. I say to my people: Be patient! Not the patience of insensible apathy nor, indeed, of passive docility, but of active, peaceful effort, and of patient, 'watchful waiting.' The possibility of rising is the inspiring angel of effort, and that possibility is ours. The race is climbing. The forces of interracial amity and brotherly reciprocity are mobilizing. Race discrimination, here and there, is beginning to betray the relenting face of self-condemning shame. Mob violence will be stopt. Be patient! Be upright! Be in all things honorable. We are living in the early morning of a glorious day, whose moral splendor shall illumine the world, but we must labor and wait till the noon cometh—we can not go to it. The heights attained will never be abandoned. The good work begun will go forward with subduing power and with ever-unfolding rectitude, 'Till the war-drums throb no longer, and the battle-flags are furled, In the parliament of man, the federation of the world!'"

The editor of the same paper, discussing the negro problem in an address at the Columbus Methodist Centenary celebration, said in part:

> "The negro's presence in American life in such large numbers is a vexation. But let us keep ever before us that the negro is not here by his own choice. If he is a problem and a vexation, do not blame him, blame the Almighty. He did not happen. He is God-made, and God was as wise, as good, as just, as far-seeing when he made the negro as when he made the other races of the world. And parenthetically, we might add, in God's own time there will be a full vindication of the why and wherefore of making the negro; a vindication that will be satisfactory to all concerned, to the negro as well as to the whites."

Turning to the question of what the negro wants, the speaker went on to say:

> "This country can not exist with a part of its citizenship enjoying the full privileges guaranteed by the Constitution while a large segment of our citizenship is opprest, discriminated against, and hindered in many ways.
>
> "And the negro wants his status changed from that of practical peonage to that of free, independent manhood with an upward look and an unhindered pathway. He wants this, first of all, on the basis of his place in the human brotherhood by divine right. He wants this on the basis of the marvelous progress that he has made in freedom. But the negro wants also his status fixt on the basis of what he has earned by the force of arms.
>
> "One of the big questions of the reconstruction period as concerns the negro is that of suffrage. His desire for the ballot admits of no debate. He knows too well that the ballot is not only a means of protection, but of progress. Any group of citizens living in a republic and deprived as a group of the ballot will be the victims of the whims, prejudices, and human bias of the controlling group. The negro wants the ballot because it and the American citizenship are inseparable. Any other contention is illogical and unthinkable. There are those who would contend that the ballot is a privilege to be granted. That might obtain in some form of monarchy, but it certainly does not obtain in free democracy where all men are subject to the call for the defense of the nation and where we do not admit constitutionally of any class distinction or any gradation of our citizenry. There is no need of the least bit of deception along this line. The negro will no longer be indifferent toward the ballot. He may be forced to submit, but he will never agree to wholesale disfranchisement."

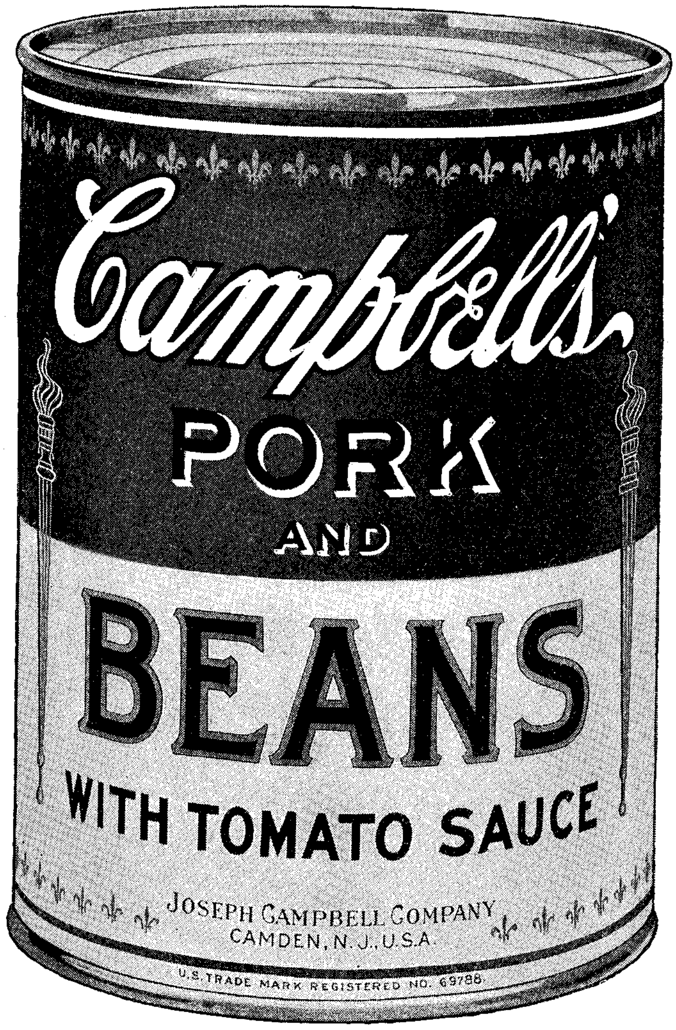
But he also went on to say that his people desire "the responsibilities as well as the privileges of democracy," and he admonished them that—

> "In our effort to secure justice we must not be unjust. In our effort to break down prejudice, we must not indorse prejudice by being prejudiced ourselves. People who know the bitterness of mistreatment, injustice, and prejudice must first of all be those who know how to treat others right and treat them fairly and to measure their deeds correctly. We will lose friends rather than gain them if we fail to do this."

Touching, in conclusion, on the charge that at the bottom of all racial trouble in this country is the lack of appreciation of racial integrity, he said impressively:

> "If there are those who subscribe to the proposition of racial integrity the negro rises and stands flat-footed and offers his right hand to make a covenant. Speaking for my people, the negro is willing to-day to sign a contract in his own blood that shall respect the integrity of both races and that we will build a wall so high that no white man can go over it and that no negro can go through it. Let us remember that there are two sides to this proposition of racial integrity; that the homes of both races must be made sacred, and if a man of either side invades the homes of the other he shall have the mark of Cain upon him."

MADE BY THE MAKERS OF CAMPBELL'S SOUPS


Campbell's
PORK
AND
BEANS
WITH TOMATO SAUCE
JOSEPH CAMPBELL COMPANY
CAMDEN, N. J., U.S.A.
U.S. TRADE MARK REGISTERED NO. 69788

Tomato sauce that only Campbell's make!

It is the tomato sauce which gives these beans their delicious and exclusive flavor. Hand picked beans of best quality are slow-cooked with just the right quantity of this tomato sauce to render them tender and thoroughly digestible. Only in Campbell's Pork and Beans are you able to get this full-flavored tomato sauce, made from red ripe tomatoes. As delightful to the taste as it is stimulating and helpful to the digestion.

One size

15c a Can

Except west of Mississippi River and in Canada

One kind

Campbell's BEANS

LOOK FOR THE RED AND WHITE LABEL

CURRENT POETRY

WAR-ECHOES IN FRENCH VERSE

THE great cost of victory to France is indirectly indicated in the strains of her poetry at the close of the war. In the early days, even tho triumph was so remote as not to be seen on the farthest horizon, the spirit of French verse was brisk and defiant, and the determination to best the Germans was the very breath of every Frenchman's being. While there is no repining in their later songs when victory was assured, there is a note of greater solemnity even when France looks about herself with her characteristic humor. Above all, as a sign of the really brave fighter, in speaking of his experiences, we note the absence of any vaunting or gloating tone. The typical individual of the trenches in France unquestionably is the *poilu*, altho we know that toward the end of the first year of the war a "clean shave" was the order of the day. Henri de Régnier, celebrates the *poilu* in stanzas published by the *Nouvelle Revue Nationale* (Paris). The translations of this and the succeeding poems were made from the French by Richard Duffy for THE LITERARY DIGEST.

THE RETURN OF A "POILU"

BY HENRI DE RÉGNIER

Back I come from the great world-war—
One of the earlier bearded men.
Nor with the step I marched before,
I've one leg less than I had then.

Ord'nary soldier of France am I—
Alsace wept, her sob we heard;
Colors three our standards fly,
Of which our trousers matched a third.

Fighting man of the Marne am I,
On all whom France kept trustful gaze,
For she'd breathed in us what can not die—
Immortal war-soul of ancient days.

At Yser, Somme, and by the Meuse,
In Champagne, too, and at Verdun,
I've met the foe and made them choose
To fight me—whether three or one.

Oft to shatter my poor frame,
And mix it with its brother clay,
More pounds of lead t'wards me there came,
Than I could ever hope to weigh.

But one fine day a single shot,
Deftly sprung from a rifle-bore,
Earned for me the prize I've got—
One leg it cost for the Cross of War.

Thus for me did the world-war end.
What matters it, my leg is gone—
My heart and hands their best still lend,
And glorious France goes marching on!

"Let us have peace," the well-remembered words of General Grant at Appomattox finds echo in the hearts of many commanders and soldiers in the war-scarred countries of Europe. The wish is exprest by Senator Charles M. Couyba in lines in the Paris *Figaro*, urging the fighters to get back quickly into their old life as the dawn of a new day begins.

PEACE TOCSIN

BY CHARLES M. COUYBA

Toilers of town and tillers of plain,
Thinkers and poets, all ye that fought,
Back to your task, the world's born again,
Won is the vict'ry, tirelessly sought.
Banished the menace of Rule by Might,
Peace proclaimed the Gospel of Right.

Tyranny ever must tremble and yield
Under the blows of the brave and the just.
Stedfast and one as you were in the field
Keep its grim visage ground in the dust.
Thus shall the beauty of life bloom anew
Fragrant as roses moist with the dew.

Children whose eyes were long shadowed with fear
Radiant shall smile at the peace-glowing day.
Marveling much once more to hear
Laughter and shouts of grown-ups at play.
France as their sister the nations shall claim—
All joined as one tho many in name.

The supreme relief following upon the cessation of all strain, anxiety, and peril of war inspires lines by Auguste Villeroy in the Paris *Gaulois*, in which the effort is made to cast off all memory of the war as some ghastly nightmare.

THE WINGS OF VICTORY

BY AUGUSTE VILLEROY

The nightmare of years at last is turned
To pleasant dream,
Follows dawn's blush where hell-fire burned
With horrid gleam.
From northern plains he roamed so long,
The beast of prey—
That glutted at will on weak and strong—
Has fled away.

The swooning cities stir and stare
At sight of sun,
Amazed they live, and laugh at blare
Of victory's gun.
"Surely 'tis Freedom," they cry, unsure,
"Comes robed in white!
Ah, graze our roofs with hem so pure
Angel of Right!"

This day of peace, how sweet the hedge
Where roses glow,
How quaint the nodding, smiling sedge
Where rivers flow.
The long hushed bells in every spire
Attune the spheres
To triumph tones, and farther, higher
Drive old fears.

Compactly exprest is the picture of the soldier's mind from day to day through long years of the struggle in stanzas contributed to the Paris *Gaulois* by Charles d'Ollone, who wrote these lines while he himself was at the front.

DEVOTION

BY CHARLES D'OLLONE

Our eyes saw naught, while raged the bitter fight,
Of earth's old beauty, art, or human kind.
So fixt were they on wreck of fury blind—
On soldiers maimed or safe in death's long night.

No pleasant sound or song we heard to tell
Of spring-awakened hearts or nesting trees,
But crashing shell and bullet's hiss the breeze
Bore as grim prelude of funereal knell.

Our minds were closed, our senses numb to all
Save conflict 'twixt our dread and duty's call,—
So dearer still seems life, in such stern test.
Yet joy or pain, tho life or death our share,
We felt not, rapt with love for France the Fair
For whom to fight and die we deemed us blest.

Perhaps no anecdote of the Franco-Prussian War is better known than that adapted to the turn of events in the present war and versified by Stephen Liégeard in the Paris *Gaulois*. It will be recalled that when the iron heel of Prussianism was first set on the neck of Alsace an order was issued forbidding the teaching of French in any of the schools. This was an "efficiency method," according to German ideas of extirpating all things and thoughts French from the conquered province. The schoolmaster of a little village received the order in shame and sadness, but as he was about to dismiss the school for the day, fearful and fearless at once, wrote on the blackboard the three famous words: "Vive la France!" Mr. Liégeard pictures a similar school-room in the year, 1914, when began the long-awaited fight to recover Alsace and Lorraine.

THE THREE WORDS

1870-1914

BY STEPHEN LIÉGEARD

That terrible year the falling snow in Alsace seemed blood-red
For under the German vulture's claws lay a torn and bloodied head,
The Eagle of France!

Henceforth and forever the conqueror bade: "No sound of French shall be heard
Uttered in street or home, and schools shall shun the Cursèd Word—
The tongue of France!"

With trembling hand and misted eyes the master stood at the board,
Then slowly wrote and "Children," said, "three words in your hearts to hoard—
Long live France!"

The years of exile dragged along, the master's boys are men,
Once more the dawn with war is red, the words *flame up again*—
"Long live France!"

Their sons at school in whispers breathe the longing of the race,
In hamlet, town, by field, and stream 'tis the prayer of Alsace—
"Long live France!"

One boy, more daring than the rest, stirred by a thrill divine,
Runs to the board and boldly scrawls the banned immortal line—
"Long live France!"

Wherever returned victorious troops have marched to the welcome and acclaim of multitudes, there has always been the twofold spectacle of the real presence of the living fighters and the fantom hosts of those that heroically made the supreme sacrifice. In the Paris *Gaulois* the picture is presented to us in the following lines:

THE FANTOM HOSTS

BY MAGDALEN GASTON-CHARLES

No shadow dims the far-flung azure skies,
This day of triumph watched for through the years.
No doubt or question haunts our trustful eyes,
That see the fallen march with living peers.

Precise and firm of tread they silent come,
Leading their brothers whom we plainly view,
Their noiseless step timed to the beating drum,
Their ribboned standards pale against the blue.

From Yser's banks to hilly Vosges they fell
Since first the cry of war alarmed their ear,
Nor wondering paused, but all things reckoned well
At naught, when France's ancient scourge drew near.

Ranks of the living pass and fade from sight,
But theirs still wind in endless, muted line
Through all the land by day as well as night—
Of France invincible and free the sign.

An Ever-ready Fountain of Home-made Orangeade to Quench a Dozen Different Thirsts a Day

SERVED in your own home and in your own clean glasses, you can now have the refreshing, wholesome orange beverage you have always wanted. Healthful and pure with a tang and zest as great as 16 luscious oranges, each tiny bottle of

FAM-LY-ADE

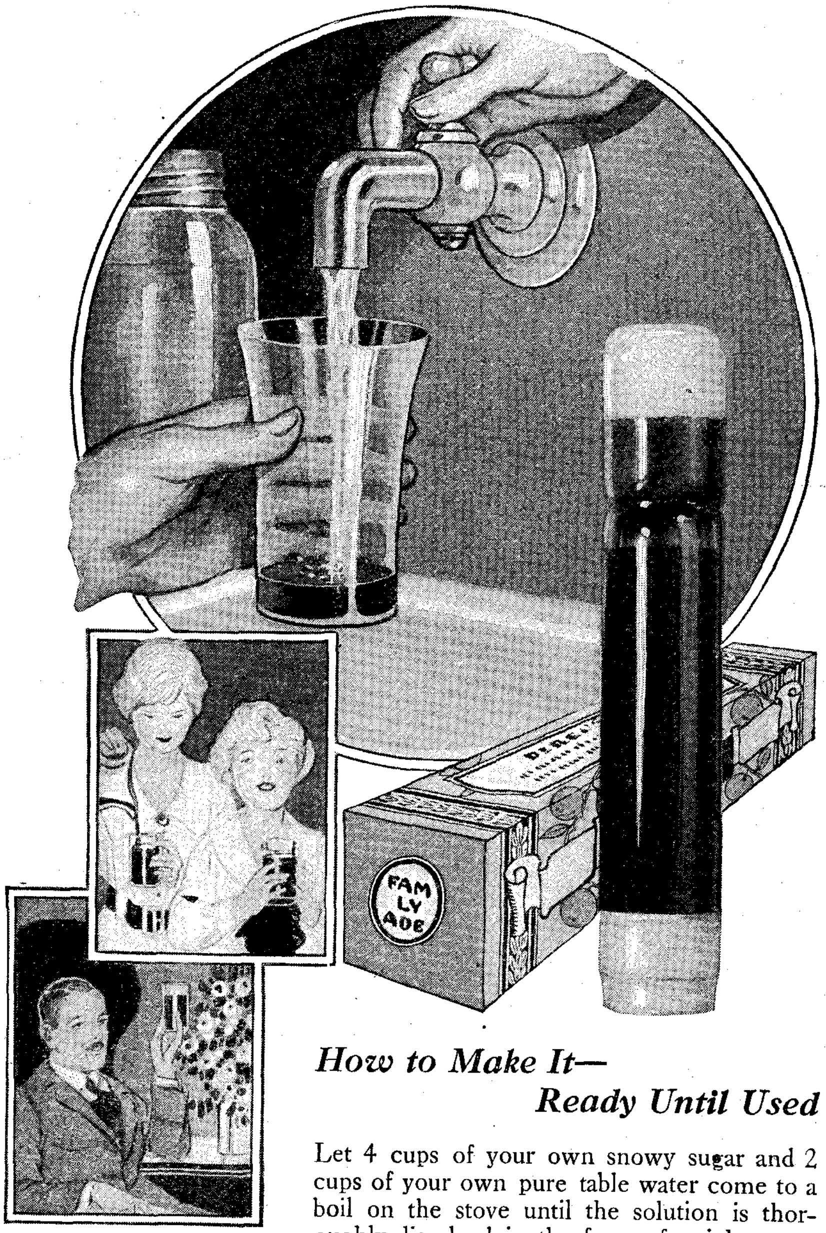
can make 32 whole glasses, brimfull, golden, sparkling. And, best of all, these satisfying glasses are ready when and as you want them.

How It Works

The tiny FAM-LY-ADE tube contains the orange concentrate. With this you make the syrup—your own clean sugar and pure table water, the only other ingredients—and then it's ready. Ready all day long, ready indefinitely for that matter, to give you 32 glasses all at once—or one by one, depending on the occasion. It may be thirsty children in the morning, or an unexpected caller later in the day, or the supper-time demand of the whole family. Those 32 glasses are ready to be diluted with your own table water in your own clean glasses *as you want them.*

Ask for FAM-LY-ADE today at your own grocer's or druggist's—and give the family a treat so inexpensive they can have it every day.

25 cents *the tube. Order from us direct, if you should experience difficulty. Price in Canada,* **35 cents** *the tube.*



How to Make It—
Ready Until Used

Let 4 cups of your own snowy sugar and 2 cups of your own pure table water come to a boil on the stove until the solution is thoroughly dissolved in the form of a rich syrup. Take it off the fire and let it cool.

When the syrup is quite cold, add the contents of the FAM-LY-ADE bottle—stirring until thoroughly mixed.

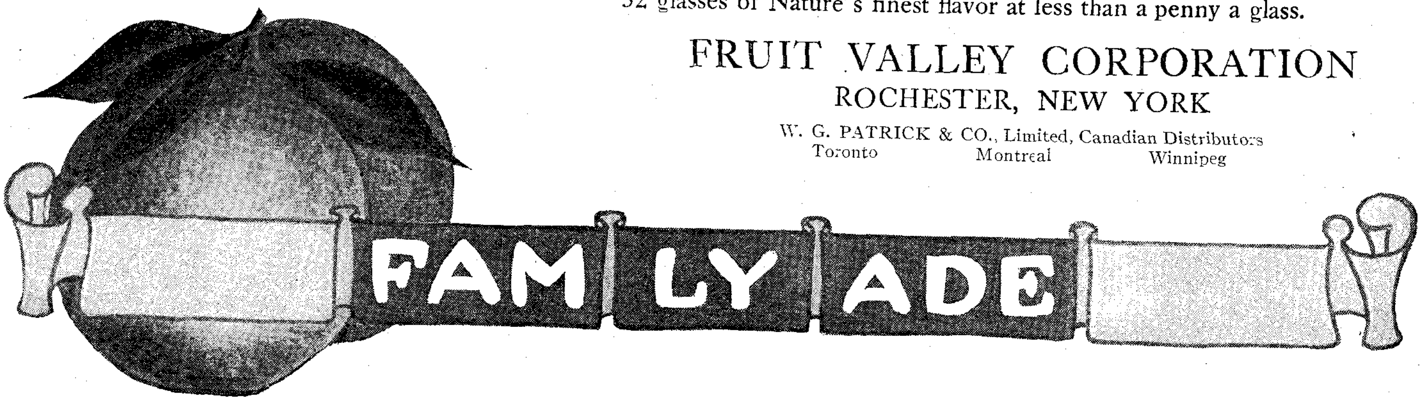
You now have a quart of the purest orange syrup to put away in a covered container on the pantry shelf or wherever convenient—*ready to keep indefinitely.*

Whenever you, or the children, are thirsty, or when an unexpected guest drops in, simply dilute 1 part of the syrup in 5 to 7 parts of water (in one of your own clean, sparkling tumblers) and serve—ready in a jiffy.

32 glasses of Nature's finest flavor at less than a penny a glass.

FRUIT VALLEY CORPORATION
ROCHESTER, NEW YORK

W. G. PATRICK & CO., Limited, Canadian Distributors
Toronto Montreal Winnipeg



WORLD-WIDE - TRADE - FACTS

A new Department that will present authoritatively each week the key facts of the world's progress and reconstruction

INCREASING SHARE OF UNITED STATES IN WORLD WHEAT CROP

THE WHEAT CROP OF THE UNITED STATES grew from 400,000,000 bushels in 1890 to a little over 500,000,000 in 1900, slightly more than 600,000,000 in 1910, about 1,025,000,000 in 1915, and is officially estimated as likely to be 1,230,000,000 bushels in 1919. Meantime the world's crop, according to a compilation by the National City Bank of New York, grew from 2,400,000,000 bushels in 1890 to 2,610,000,000 in 1900; 3,575,000,000 in 1910, crossing the 4,000,000,000 line in 1913 and again in 1915, but dropping during the latter part of the war-period to an average of about 3,500,000,000 bushels per annum, this decline being chiefly due to a reduction in output in that greatest wheat-growing continent of the world, Europe.

WHEAT CROP OF THE WORLD AND OF THE UNITED STATES

Year	*World Crop Bushels*	*United States' Crop Bushels*	*United States, Percentage of World Crop*
1913	4,127,437,000	763,380,000	18.5
1914	3,585,916,000	891,017,000	24.8
1915	4,127,685,000	1,025,801,000	24.8
1916*	3,430,000,000	636,318,000	18.7
1917*	3,190,000,000	636,665,000	20.0
1918*	3,810,000,000	917,100,000	24.1

* Estimated.

WHEAT PRODUCTION OF THE WORLD BY GRAND DIVISIONS

Year	*Europe Million Bushels*	*North America Million Bushels*	*South America Million Bushels*	*Asia Million Bushels*	*Africa Million Bushels*	*Oceania Million Bushels*
1913	2,156	999	216	564	87	100
1914	1,783	1,060	132	567	71	112
1915	1,798	1,457	192	557	92	33
1916	1,599	904	203	495	75	192
1917	1,401	896	100	550	70	156
1918	1,621	1,177	187	550	93	163

PRINCIPAL WHEAT-PRODUCING COUNTRIES OF THE WORLD

	Annual Average 1912, '13, '14 Bushels	*1917* Bushels	*1918* Bushels
United States	795,000,000	636,665,000	917,100,000
Russia, European	686,500,000	400,000,000*	350,000,000*
India	349,200,000	379,232,000	300,000,000*
France	335,600,000	144,149,000	225,000,000
Canada	205,700,000	233,743,000	190,000,000
Italy	183,100,000	139,999,000	168,000,000
Germany	163,700,000	102,000,000*	110,000,000*
Argentina	155,900,000	170,224,000	160,000,000
Hungary	150,000,000	118,000,000*	103,000,000*
Russia, Asiatic	132,400,000	70,000,000*	55,000,000*
Spain	112,700,000	141,087,000	130,000,000
Australia	91,800,000	150,800,000	75,000,000
Roumania	73,700,000	45,000,000	35,000,000
Austria	61,600,000	20,000,000	21,000,000*
England	55,600,000	55,000,000	85,000,000*
Bulgaria	40,200,000	30,000,000*	29,000,000*
Turkey, Asiatic	35,000,000*	28,000,000*	25,000,000*
Egypt	34,100,000	29,834,000	31,000,000
Algeria	31,300,000	28,979,000	30,000,000*
Japan	24,900,000	26,532,000	25,000,000
Turkey, European	18,000,000*	15,000,000*	15,000,000*

* Estimated.

FOREIGN EXCHANGE SITUATION

(From a report issued by the National City Company.)

Currency	*On*	*Parity*	*Cable Rates Close July 24, 1919*	*Purchasing Power of $1 Abroad* Per cent.	*Relative Purchasing Power of One Foreign Unit* Per cent.
Pounds	London	$4.8665 ⅔	4.40	110.6	90.4
*Francs	Paris	5.1825	7.07	136.5	73.2
*Francs	Switzerland	5.1825	5.55	107.1	93.4
Florins	Amsterdam	.4020	.38	105.7	94.7
*Lire	Italy	5.1825	8.54	164.8	60.6
*Drachmæ	Greece	5.1825	5.23	100.8	99.2
Kroner	Copenhagen	.2680	.2270	118.1	84.7
Kroner	Sweden	.2680	.2480	108.1	92.5
Kroner	Norway	.2680	.2390	112.1	89.2
Pesos	Argentina	.4245	.4325	98.2	101.8
Pesetas	Spain	.1929	.1930	100.0	100.0
Yen	Yokohama	.4985	.51	97.8	102.2
Marks	Berlin	.2382	.06	397.0	25.2

* Quotation shows number of foreign units which can be obtained for one United States dollar. All other quotations show value of one foreign unit in the United States dollars.

THE COAL SITUATION

REPORTS FROM GREAT BRITAIN, formerly the world's chief coal-exporter, indicate that her exportation of coal in the year ending with June, 1919, is but about one-half that of the year preceding the war, while our own coal exports have meantime increased over 25 per cent., making the United States, for 1918, a close second to Great Britain, with a prospect that our total in the fiscal year just opening will materially exceed that of Great Britain.

Coal exports from Great Britain, according to a statement by the National City Bank of New York, have fallen from 73,400,000 tons in 1913 to approximately 37,000,000 tons in the twelve months ending with June, 1919, while our own exports, which were a little over 19,000,000 tons in the fiscal year 1914, were nearly 26,000,000 in the fiscal year 1918.

Figures showing the quantity of coal entering international trade in the year prior to the war, as compiled by the bank, show a grand total of about 160,000,000 tons, of which Great Britain supplied 74,000,000 tons; Germany, 35,000,000; United States, 22,000,000; Belgium, 6,000,000; Japan, 4,000,000; South Africa, a little over 2,000,000, and Canada and Australia, about 2,000,000 each. British exports of coal averaged prior to the war about 70,000,000 tons per annum, but latest advices from that country show that the steady reduction of output which has characterized the war-period, and especially the very recent years, indicate that the total production from her mines will be little more than her normal home consumption, and that at the best "The Coal Controller," according to the London *Economist* of June 21, "can not assure us of more than 23,000,000 tons of coal for export for the months beginning with July, 1919," while, as above indicated, the total for the year ending with July was about one-half that of the year preceding the war.

Meantime Germany, which ranked next to Great Britain as a coal- exporter prior to the war, loses by the Peace Treaty a considerable percentage of her coal area, and, according to recent reports from that country, will probably show a decrease of 50,000,000 tons per annum in her production; and as her total surplus of exportation prior to the war was but about 35,000,000 tons, it is apparent that she will have, aside from that which she must supply to France, little for exportation.

The decrease of more than one-half in the British power of coal-exportation, the elimination of Germany as a coal-exporter (except to France), and the extremely small quantity which any other country of the world, except the United States, can supply, seem to indicate clearly that the United States will take its place at the head of the list of coal-exporting countries in the fiscal year upon which it is now entering and remain permanently the world's great coal-exporter.

Even with the decline in production which has occurred here during the current year, following the return to Europe of many aliens employed in the coal-mines, our output for the year will probably be nearly three times as great as that of Great Britain, and four or five times as much as any other country of the world.

The "coal reserve" of the United States—by which is meant the estimated amount of coal underground—is, according to the bank's statement, based upon figures presented by the International Geological Congress of 1913, about twenty times as much as that of Great Britain and practically half that of the entire world, one-half of coal-supplies in the United States being turned out through the use of machines for mining, as against about one-fifth mined by machine methods in Great Britain.

TAXPAYERS' VALUE BRICK ROADS

Dexter Avenue, leading to State Capitol, Montgomery, Alabama.

Paved with Brick in 1894

repairs to date, $280

NO rare thing for a brick pavement, to be sure! We can cite those which have borne heavy traffic for longer periods without costing a cent for repairs—and without *needing* a cent—except, perhaps, when opened for piping.

And this leads to the question: What is the cost of a street or a road? *You* have to pay for it. *You* want to know.

There is just *one way* to figure it: The cost of a pavement is the cost of building it *plus* the cost of keeping it in condition *plus* the cost to the user (that's *you*!) of having it part of the time in bad condition or "closed for repairs." More briefly, it is the cost *by the year* of the *service* it renders.

So the pavement to insist on having for your street or road tax money is the pavement that costs the least per year—and that's BRICK, THE "TAXPAYERS' VALUE" PAVEMENT, twelve months in the year and *every* year.

Write for the evidence of what we say. We will send it promptly, and will also put your name down for the new "Taxpayer's Road Book" as soon as it comes off the press.

National Paving Brick Manufacturers Association
803 Engineers Building
Cleveland, Ohio

Guaranty of Paving Brick

The members of the National Paving Brick Manufacturers Association guarantee their product against defects in material and manufacture. Each brick in street or highway surface gives assurance of long and worthy service because each brick is a guaranteed service unit, complete and finished *before it is laid.*

WEAR-EVER
T.A.C.
ALUMINUM
U.C.O.
TRADE MARK

AND when Winter comes—think of the delightful desserts that will be furnished by your jars packed full of peaches, pears, cherries and other fruits! The

"Wear-Ever"

Aluminum Preserving Kettle

makes constant stirring unnecessary, saving time, work and worry.

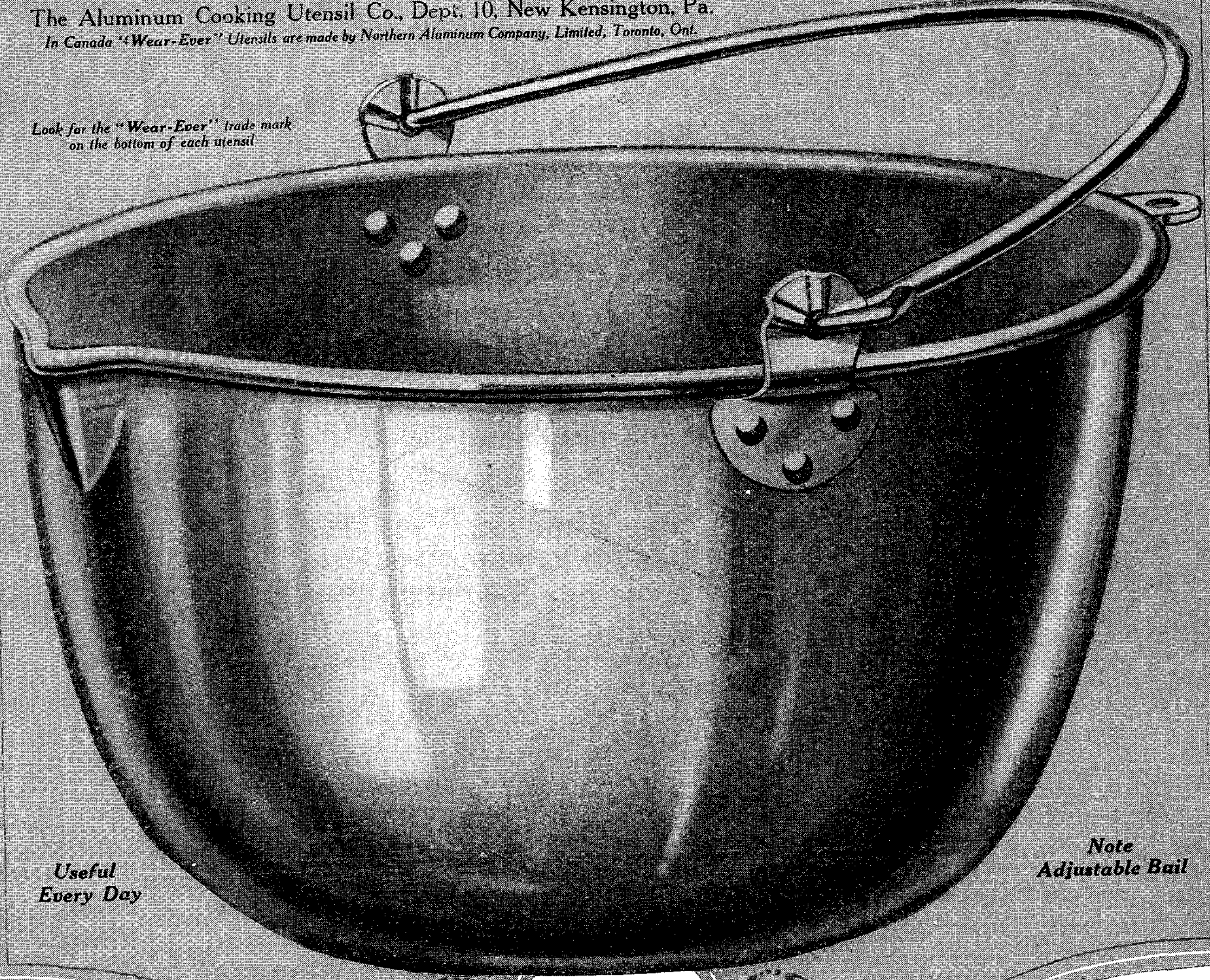
Replace utensils that wear out with utensils that "Wear-Ever"

The Aluminum Cooking Utensil Co., Dept. 10, New Kensington, Pa.

In Canada "Wear-Ever" Utensils are made by Northern Aluminum Company, Limited, Toronto, Ont.

Preserve Luscious Fruit Now!

Look for the "Wear-Ever" trade mark on the bottom of each utensil



Useful Every Day

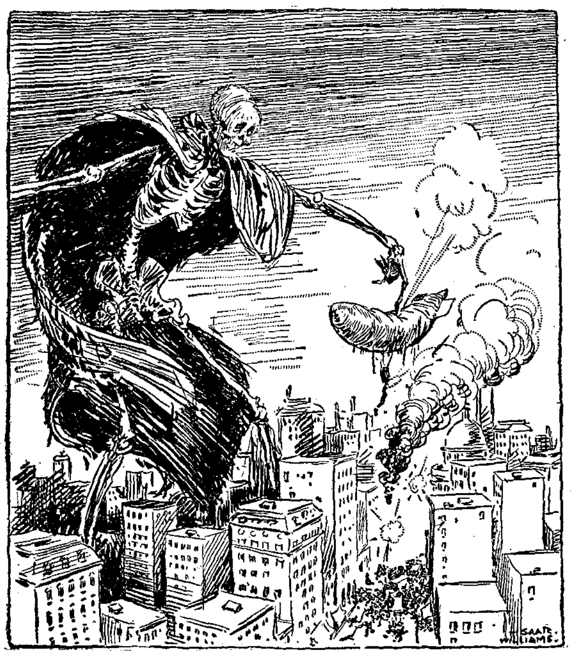
Note Adjustable Bail

T.A.C.
ALUMINUM
U.C.O.
TRADE MARK

PERSONAL - GLIMPSES

THE CHICAGO "BLIMP" DISASTER, AND SOME OF ITS MORALS

A NEW KIND OF CALAMITY, which has been predicted ever since men began to learn "the way of an eagle in the air," but had never been adequately provided against, made its appearance on the afternoon of July 21 when a "mammoth red ball of fire," that had been a dirigible balloon only a few seconds before, fell into the "loop district" of Chicago. Even tho mankind has lived in fear of fiery apparitions from the heavens ever since the dawn of history, no comet or meteor, as far as commentators recall, ever caused such death and destruction as did this "new horror of the air," as one newspaper editor called it, for which only human ingenuity—or lack of it—was responsible. Twelve persons were killed, twenty-five were more or less seriously injured, and the interior of one of the finest bank buildings in Chicago was wrecked by the burning air-ship. "A shadow passed over the marble rotunda, where one hundred and fifty persons were busy," says the Chicago *Tribune's* account. "The blimp, a veritable ball of fire, struck the roof of the bank with a crash audible throughout the loop district." According to the survivors:


A GRAND NEW METHOD.
—Williams in the Indianapolis *News*.

> It seemed that the entire bank was on fire. Breaking through the iron supports holding the glass overhead, the fuselage of the blimp, with two heavy rotary engines and several gasoline-tanks, smashed to the floor.
>
> Instantly the tanks exploded, scattering a wave of flaming gasoline over the workers for a radius of fifty feet. A panic ensued. . . . Men and girls with clothing flaming fought their way through the exits. . . . In an instant the marble rotunda was cleared except for the dead, whose bodies were buried under the flaming mass, licked to a white heat by the gasoline blaze, and the dying, who crawled feebly away from the scorching fire.
>
> The intense heat made rescue work impossible until after the fire department arrived on a four-eleven alarm call. It was thirty minutes before the bodies under the craft's fuselage could be dragged out.

Five men were in the car of the air-ship, and four of them succeeded in getting clear in parachutes. Only two survived. An eye-witness tells the story of the struggles of passengers and crew to get away from the doomed ship:

> The crew and passengers evidently knew they were in danger, because with the first flare five jumped and their parachutes began to spread. One man jumped, but evidently became tangled in the rigging, because he fell a few feet and then hung, head downward, kicking and struggling.
>
> The four who had jumped clear in their parachutes began to drift downward. The big bag was a flaming mass by this time and began to sag in the middle.
>
> Suddenly it crumpled and swept down with incredible speed.
>
> Two parachutes were overtaken and burned in the passing "wash" of flame. Their human burdens, without the sustaining parachutes, dropt like plummets.
>
> The other two were further west and seemed to drift westward as they came down.
>
> As the blimp passed, one parachute caught fire and the man hanging to it disappeared to the other side of the Continental and Commercial Bank Building.
>
> The fourth parachute, as the flaming balloon went by, was singed and the man clinging to it began to drop faster. His increased speed evidently put out the flame on his parachute, for it was not burning as he dropt out of sight.
>
> But one parachute that started seemed to get away safely. He dropt from sight, without having any trouble we could see.

The pilot of the air-ship, J. A. Boettner, was one of the two survivors of the wreck. He was picked up, after a drop of 1,200 feet during which his parachute caught fire and was extinguished by the force of his descent, and he was rushed in an automobile to police headquarters, where he gave his version of the catastrophe. The pilot showed no excitement from his thrilling leap, records the newspaper reporter who was on hand at the interview, and coolly told this story of what had happened:

> We were at least 1,200 feet above the ground when I first felt the heat of the flames. Looking back, I saw shots of fire on both sides of the rear end of the bag.
>
> I watched the flames for a couple of seconds before I said anything to the other fellows. Knowing the ship was finished, I yelled, "Over the top, everybody!" As I yelled I felt the frame buckle, but by this time they were beginning to slide over the sides. I think I was the last to jump, as I saw all the parachutes in the air when I was hanging on ready to drop. I saw one of the parachutes was on fire.
>
> I must have had about a fraction of a second start of the ship, as it passed me when it fell. My parachute opened perfectly.
>
> I fell about seventy-five feet when it spread out. I began to drift a bit when the flaming ship fell by me.
>
> The worst sensation I experienced was after my parachute opened. I began sliding down rapidly, and, looking up, I saw it was beginning to burn. In an instant it began to whirl, and I went around so fast I could not see where I was falling. I kept whirling around in the air until I lit.
>
> I must have been a little dazed when I landed, as I didn't know where I was until I rolled over and discovered I was looking down into a street. Realizing I had fallen on top of a building, I began to look around. Finding a fire-escape, I started down. It must have been a high building, as it seemed a long way down the ladders.
>
> I started toward the lake when I saw the crowd about the building where the ship had fallen. I was starting to find some of the other fellows when the detectives picked me up.
>
> I don't know how the fire started. It is possible that it caught from sparks going out of the exhaust, altho the open ports of the exhaust are covered with a hood, and I never heard of any of these makes of machines catching fire that way. The only other way it could have started was from the static in the air. We were unusually high, and atmospheric conditions over the lake were not very good when we started. The La Rhone rotary tractor type motor, which was used in this machine, was working perfectly on the two other flights we made after dinner. It was running well when I discovered the fire, altho the mixture might have been a little too lean. I have never seen an engine of this type back-fire through the hood strong enough to carry sparks.
>
> It was hell about the other fellows. I guess my guardian angel pulled me through.

Whether the accident was caused by defective wireless, a spark from the big rotary engines, or static electricity, the moral of the disaster, as seen by most newspaper editors, is that air-ships in their present state of development should not be allowed to fly over cities. It is a characteristic of this new form of disaster that shipwreck is likely to be quite as deadly for innocent bystanders—or understanders—as for the passengers and crew. We now have to watch not only the road ahead, but the sky itself, for possible dangers, the Duluth *Herald* reminds us, and moralizes in the course of an argument for proper safeguards:

> Thus with new inventions come new horrors. Modern achievements of science are deadly in their speed and power. Before the day of railroad trains a runaway horse was the most deadly known vehicular occurrence. But when the discovery of steam brought out the locomotive, fatal wrecks commenced. Then came the automobile to hurry humans about and to take its toll of human lives. And now the air-ship. Like the railroad train and the automobile, the air-ship is not satisfied to claim a toll among its passengers only. The Chicago horror is only the beginning. A decade hence the people will be as little excited over air-ship accidents as we are to-day over a motor-car smash.
>
> When man first came upon the earth about all he had to fear were wild beasts. Then weapons made his fellow men dangerous; as years passed by came the railroad and the motor-car, making life doubly hazardous on earth. But the sky seemed to offer no threats except the deadly lightning of electrical storms.

Both the Canadian and the British governments, the Pittsburg *Chronicle-Telegraph* points out, have lately promulgated regulations for civilian flying. Some of the provisions of these laws, which seem especially applicable to American conditions, are given:

> Low flying is prohibited and over cities flights shall be at such a height that a landing can be made outside the limits if a descent is imperative. All air-ships carrying passengers must start from a licensed airdrome and the craft must also be licensed and be inspected before starting. The public safety demands at least this measure of protection. Yesterday's catastrophe is believed to be the first of the kind on record. It may be too much to hope that it will be the last, but certainly the danger can be greatly minimized.

Another effective way to minimize such dangers, thinks the Detroit *Free Press*, is to employ helium gas in place of the highly inflammable hydrogen. Helium, thanks to American inventions, can now be manufactured cheaply, and in large quantities. It does not burn, has almost the lifting power of pure hydrogen, and by its use "the greatest hazard to the flying balloons will be removed." The Philadelphia *Inquirer*, in an editorial headed "Where Is That Helium Gas?" finds in the Chicago disaster an indictment of the governmental air-policy, as well as of the dangerous hydrogen now used in all lighter-than-air fliers. According to *The Inquirer:*

> The dirigible that caught fire and plunged through the glass roof of an Illinois bank-building was of private ownership. It was constructed by the Goodyear rubber people. On July 4, 1912, a dirigible built by the same firm for Vanniman, who had intended to start across the ocean from Atlantic City, was destroyed in similar manner. Unquestionably a spark reached the inflammable gas.
>
> Why is it that explosive gas is continued in use? If, as it has been announced, the United States Government was beginning to turn out helium in quantities when the armistice was signed, what has become of it? If helium is perfectly safe—will not burn and will not explode—it is singular that the Government does not supply its own dirigibles with it. Once in official use, private use would quickly follow.
>
> Before our entrance into the war Congress could not be induced to take the slightest interest in air-navigation. With the declaration of war we plunged into constructive development of airplane and dirigible. With the armistice everything stopt. Now we are falling back again into the same old state of somnolence. Our aviators are gone. Our air-service is restricted to a bare skeleton. And the safe gas for dirigibles and balloons with which we were going to revolutionize ballooning seems to have been abandoned.
>
> It is all very disheartening.

The Chicago *Daily News* is rather less downhearted, suggesting that "the disaster which Chicago has just suffered furnishes in its long lists of dead and wounded irrefutable proof that the whole subject of air-navigation must be taken up in earnest by the authorities under competent advice, and that flights must be subjected to wise regulations embodied in law."

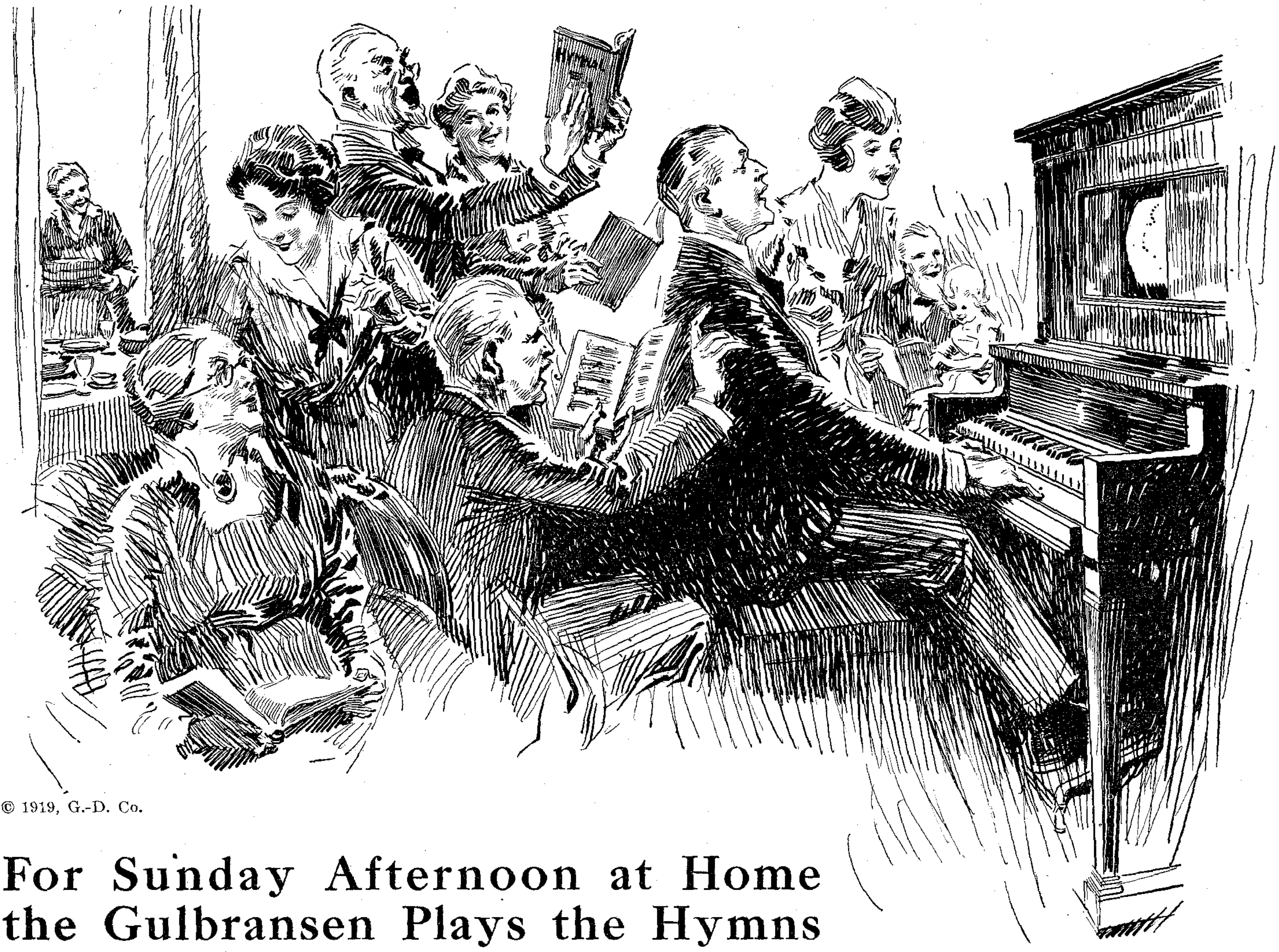
Reflections like these, says the Rochester *Herald*, were exprest in its own columns "a year ago, when amateurs in government service were flying here and there over cities at altitudes of two or three hundred feet, which performances brought forth but feeble protests." This authority continues:

> Common sense was not popular at the time, and it showed itself in cautious form. Lamentable as the Chicago disaster turned out, there are a few among the far-sighted who can not view it with regret, for it was needed to impress upon the public the menace which unrestricted air-navigation holds for the innocent bystander whose voice is unheeded.

A NEGRO DELEGATE WHO MANAGED TO REACH THE PEACE CONFERENCE

OF THE INNUMERABLE DELEGATES, ambassadors, representatives, plenipotentiaries, and such who went to Paris to watch the wheels of the Peace Conference go round, probably not one went through such strenuous experiences in getting there as William Monroe Trotter. Of the eleven delegates chosen to appear for the estimated 14,000,000 negroes in the United States, Trotter was the only one who landed. The other ten applied for passports, but failed to receive them, and so stayed at home. But William Monroe, being made of sterner stuff, disguised himself as a cook, and crossed the ocean in that capacity on a small steamer. He did not succeed in securing an audience with any of the important personages meeting in solemn conclave to establish forevermore the democracy of the world, the brotherhood of man, the rights of opprest peoples and a few other things, but he did send them protests against the denial of passports to American negroes and against the failure to insert in the Peace Treaty a clause guaranteeing them life and liberty. He also gave out sundry stories to the Paris papers, among others one setting out the details of a lynching in the South. Upon his recent return to Boston, his home city, he addrest a meeting in Tremont Temple, telling of his experiences, of which *The Christian Science Monitor* furnishes the following account:

> Mr. Trotter took the money raised for his trip to Paris, after having arranged his own affairs, and went to a seaport city, disguised, where he tried to obtain passage without a passport. This means failed, but to avoid violating any laws, he obtained a seaman's passport. He had considerable difficulty in getting a job on a ship, but after a course in cooking in a lodging-house he gained, through his persistence, the sympathy of a negro cook on a small steamship and was signed as second cook. The job hunt took six weeks.
>
> On reaching Havre, the ship did not dock for several days, but at last the opportunity came to go ashore. Mr. Trotter found that all members of the crew were prohibited from landing, but got a chance to go on the wharf to mail a letter written by the cook. Then, altho he was in his working clothes, he continued into Havre, and found that no train was available till morning. He had been obliged to leave all his belongings on shipboard, but had a small sum of money with him. He boarded an early morning train to Paris, where he learned that the peace terms had just been handed Germany. He also found at about this time that the State Department had ruled against granting any passports to American negroes, and considered his course thereby justified.
>
> "The next day," said Mr. Trotter, "I began my work of letting the world know that the negro race wants full liberty and equality of rights, as the fruit of the world-war. *Le Journal des Débats*, *L'Intransigeant*, and *Le Petit Journal* used the communications I sent them. I sent copies of the protest to every peace delegate and received sympathetic acknowledgments from many of them.
>
> "The Jews have received everything they asked from the Peace Conference. But here, in the United States, is an ethnical minority denied equal rights, and we are asking that we be accorded only what every one else has. After the Memorial day speech of President Wilson, I prepared a statement recalling that many of the American troops were negroes, and, in view of a lynching which had just occurred in Missouri, demanding that in justice to them he ask Congress for a Federal law against lynching. This statement was widely published in the French press and was cabled to this country by the Associated Press.
>
> "The colored soldiers in France charged that they had been discriminated against in France. Leave was regulated by the color line, and negro troops were restricted from visiting large cities, certain streets, and certain cafés. The white soldiers spread damaging stories about the colored men, in order to make the French people fear them. All menial tasks were shouldered upon colored soldiers. I prepared a protest to President Wilson



© 1919, G.-D. Co.

For Sunday Afternoon at Home the Gulbransen Plays the Hymns

WHEN you gather 'round on Sunday afternoon or any other time—and hymns are in order, the Gulbransen is always ready to furnish the music.

All the well-known hymns in universal use are now available in player-rolls. Some with the words on the roll. Here is a partial list:

Standard Hymns

- Abide With Me
- I Need Thee Every Hour
- Jesus Lover of My Soul
- Lead Kindly Light
- Nearer My God to Thee
- Onward, Christian Soldiers
- Rock of Ages
- Ave Maria
- Come All Ye Faithful
- Holy, Holy, Holy

Christian Science Hymns

- Shepherd Show Me How to Go
- Saw Ye My Savior
- Day By Day the Manna Fell
- A Glorious Day Is Dawning

Billy Sunday Hymns

- Brighten the Corner Where You Are
- De Brewer's Big Hosses
- If Your Heart Keeps Right
- Keep On Singing

The Gulbransen transposes the music into any key so that all may sing without straining the voice, and it can be played as slowly as desired. No knowledge of music is required to play the Gulbransen. Neither does it require effort.

The pedals operate so gently that a tiny baby once crept up to the Gulbransen and played it as shown in picture below, which gave us the idea for our trade mark.

Elderly people take a keen delight in this ease of operation, and in the simplicity which makes the playing with expression so natural to you at the Gulbransen.

The moment your feet touch the Gulbransen pedals you know you are playing a better player-piano than any you ever tried before. The Gulbransen is so Easy to Play.

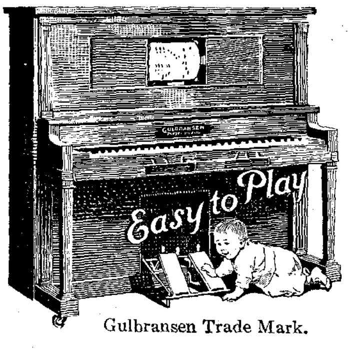
Look up our dealer and try the Gulbransen yourself. Try some of the good old hymns. The dealer has them. You can locate him by the Baby at the Pedals in his window and newspaper advertising. Or write us for his address.

GULBRANSEN-DICKINSON CO.
3232 West Chicago Avenue, Chicago

NATIONALLY PRICED

Three models, all playable by hand or by roll, sold at the same prices to everybody, everywhere in the U. S., freight and war tax paid. Price branded in the back of each instrument at the factory:

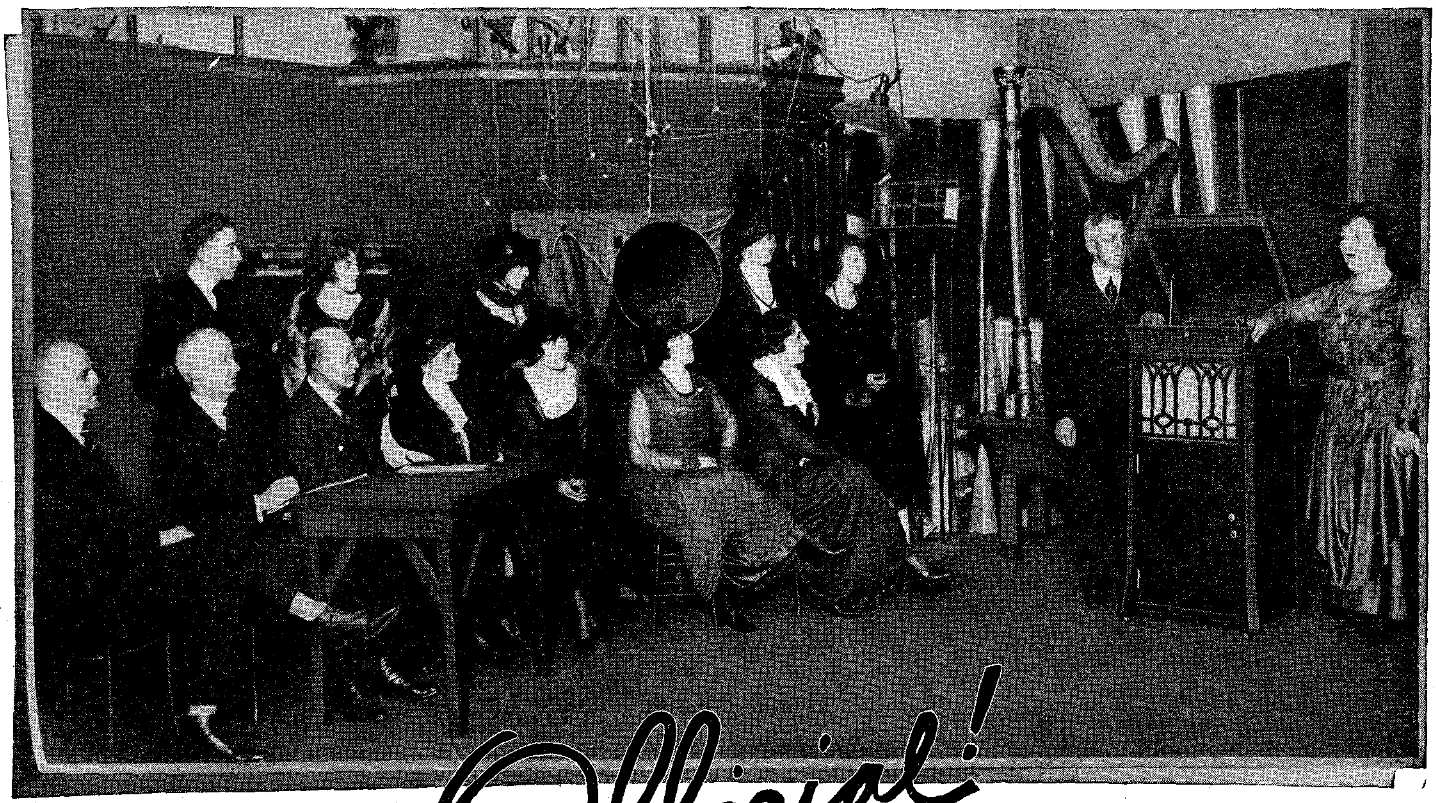
White House Model	**$675**
Country Seat Model	**585**
Suburban Model	**495**



Gulbransen Trade Mark.

(Pronounced Gul-BRAN-sen)

GULBRANSEN
Player-Piano



Official!

LEOLA LUCEY has sung to front rows adorned by Broadway's blasé first-nighters. She has trilled to balconies packed with explosive gallery gods. But the most difficult audience she has ever confronted is shown in this photograph.

It is the official tone-test of her newest RE-CREATION — made in the Edison Recording Studios, Fifth Avenue, New York.

The musical comedy star stood next to the New Edison. Fourteen pairs of musically-cultured ears listened for any difference while Miss Lucey compared her silvery voice with the New Edison's RE-CREATION of her voice. The RE-CREATION flowed forth with every touch of art and every physical quality of the singer's voice. Miss Lucey's voice and its RE-CREATION were without a shade of difference. The judges pronounced the RE-CREATION "official."

Study this picture — think what it means. If a record is truly the voice of a singer, it should pass this test, shouldn't it? That is why Mr. Edison insists on such comparison.

Broadway's song-hits and opera's classics, when RE-CREATED by the New Edison, thrill you as deeply as they do when heard in the theatre or opera house.

The NEW EDISON
"The Phonograph with a Soul"

Our new de luxe catalog, a complimentary copy of the magazine, "Along Broadway," and the booklet, "What the Critics Say," will be sent you from the Edison Laboratories upon request. Write to Thomas A. Edison, Inc., Orange, N. J.

in behalf of the colored soldiers, which was also widely printed in France. I also gave to the French press the facts about a particularly atrocious lynching in the South.

"I was unable to obtain an audience with President Wilson or Premier Clemenceau. On the day that the Germans signed the Peace Treaty I felt that my work had been completed, and on July 4 I sent to Sir Eric Drummond, of the secretariat of the League of Nations, suggestions for amendment of the Covenant in the interest of American negroes. I then returned to America as a passenger."

THREE PRIZE FISH-STORIES RELATED IN RIME

THE season for fish-stories has been wide open for some time, and some yarns quite out of the ordinary have been produced: but is there a teller of large tales of monsters "almost" captured in mountain lake or open sea who would not quail before the scornful demand of Jonah: "Has any of you been *bait?*" Here is a case where the man who tells the last story, it appears, hasn't the best chance. The biggest, brightest and best fish-narratives have been told long ago, and the most imaginative yarnsters of to-day are but degenerate sons of noble sires. Something like that is the moral of Mr. Don Marquis, who is forced to delve into history to find fish-stories worthy of ornamenting his column in the New York *Evening Sun.*

In Heaven, which all good fisherman reach at last, Mr. Marquis sets the scene for his super-fish-yarns. If it is objected that his characters show characteristics, including a possible tendency toward mendacity, not suitable for inhabitants of Heaven, James Russell Lowell's apology for Robert Burns may be quoted as a poetical precedent. As Lowell's poem goes, the immortal Bobbie was held up at Heaven's gate on the ground that he had looked too often on red liquor. Noah hereupon, we are informed, showed such signs of uneasiness that Bobbie was permitted to enter lest an investigation into the past actions of the Heavenly inhabitants might depopulate the place. In deference to our changed standards in the matter of prohibition, perhaps, Mr. Marquis takes no account of Noah's reputed bibulous habits, but only pictures him as chewing tobacco. He is permitted to open the debate of which Jonah caps the climax. As Mr. Marquis's version goes:

Noah an' Jonah an' Cap'n John Smith,
Mariners, travelers, magazines of myth,
Settin' up in Heaven, chewin' and a-chawin',
Eatin' their terbaccy, talkin' and a-jawin';
Settin' by a crick, spittin' in the worter,
Talkin' tall an' tactless, as saints hadn't orter,
Lollin' in the shade, baitin' hooks and anglin',
Occasionally friendly, occasionally wranglin'.
—Noah took his halo from his old bald head
An' swatted of a hoppergrass an' knocked it dead,
An' he baited of his hook, an' he spoke an' said:
"When I was the Skipper of the tight leetle Ark
I useter fish fer porpus, uster fish fer shark,
Often I have ketched in a single hour on Monday
Sharks enough to feed the fambly till Sunday—
To feed all the sarpints, the tigers an' donkeys,
To feed all the zebras, the insects an' monkeys,
To feed all the varmints, bears an' gorillars,
To feed all the camels, cats an' armadillers.
To give all the pelicans stews for their gizzards,
To feed all the owls an' catamounts an' lizards,
To feed all the humans, their babies an' their nusses,
To feed all the houn' dawgs an' hippopotamusses,
To feed all the oxens, feed all the asses,
Feed all the bison an' leetle hopper-grasses—
Always I ketched, in half a hour on Monday
All that the fambly could gormandize till Sunday!"
—Jonah took his harp, to strum and to string her,
An' Cap'n John Smith teched his nose with his finger.
Cap'n John Smith, he hemmed some an' hawed some.
An' he bit off a chaw, an' he chewed some and chawed some;—
"When I was to China, when I was to Guinea,
When I was to Java, an' also in Verginney,
I teached all the natives how to be ambitious,
I learned 'em my trick of ketchin' devilfishes.
I've fitten tigers, I've fitten bears,
I have fitten sarpints an' wolves in their lairs,
I have fit with wild men an' hippopotamusses,
But the periloustest varmints is the bloody octopusses!
I'd rub my forehead with phosphorescent light
An' plunge into the ocean an' seek 'em out at night!
I ketched 'em in grottoes, I ketched 'em in caves,
I used fer to strangle 'em underneath the waves!
When they seen the bright light blazin' on my forehead
They used fer to rush at me, screamin' something horrid!
Tentacles wavin', teeth white an' gnashin',
Hollerin' an' bellerin', wallerin' an' splashin'!
I useter grab 'em, as they rushed from their grots,
Ketch all their legs an' tie 'em into knots!"
—Noah looked at Jonah, an' said not a word,
But if winks made noises, a wink had been heard.
Jonah took the hook from a mudcat's middle
An' strummed on the strings of his hallalujah fiddle;
Jonah give his whiskers a backhand wipe
An' cut some plug terbaccer an' crammed it in his pipe!
—(Noah an' Jonah an' Cap'n John Smith,
Fishermen an' travellers, narreratin' myth,
Settin' up in Heaven all eternity,
Fishin' in the shade, contended as could be!
Spittin' their terbaccer in the little shaded creek,
Stoppin' of their yarns fer ter hear the ripples speak!
I hope for Heaven, when I think of this—
You folks bound hellward, a lot of fun you'll miss!)
Jonah, he decapitates that mudcat's head,
An' gets his pipe ter drawin'; an' this is what he said:
"Excuse me ef your stories don't excite me much!
Excuse me ef I seldom agitate fer such!
You think yer fishermen! I won't argue none!
I won't even tell yer the half o' what I done!
You has careers dangerous an' checkered!
All as I will say is: Go and read my record!
You think yer fishermen! You think yer great!
All I asks is this: Has one of ye been bait?
Cap'n Noah, Cap'n John, I heerd when ye hollered;
What I asks is this: Has one of ye been swallered?
It's mighty purty fishin' with little rods an' reels.
It's mighty easy fishin' with little rods an' creels.
It's mighty pleasant ketchin mudcats fer yer dinners,
But this here is my challenge for saints an' fer sinners,
Which one of ye has vyaged in a varmint's inners?
When I seen a big fish, tough as Methooslum,
I used for to dive into his oozly-goozlum!
When I seen the strong fish, wallopin' like a lummicks,
I useter foller 'em dive into their stummicks!
I could v'yage an' steer 'em, I could understand 'em,
I useter navigate 'em, I useter land 'em!
Don't you pester me with any more narration!
Go git famous! Git a reputation!"
—Cap'n John he grinned, his hat brim beneath,
Clicked his tongue of silver on his golden teeth;
Noah an' Jonah an' Cap'n John Smith,
Strummin' golden harps, narreratin' myth!
Settin' by the shallows forever an' forever,
Swappin' yarns an' fishin' in a little river!

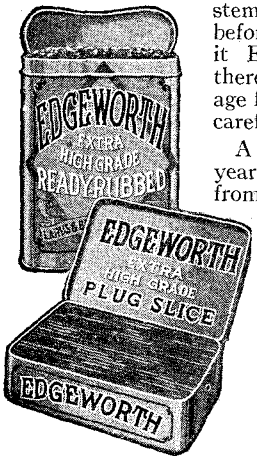
Why Edgeworth Costs More

You are entitled to know why your little blue can of Edgeworth costs you more—before the War 10 cents, now 16 cents.

Many smokers have a quaint notion that pipe tobacco is a raw material we makers buy in bales, pack into tin boxes, and pass on quickly at a good round profit.

Would it were so.

As a matter of fact, Edgeworth has to be stored, dried, stemmed, packed and shipped. We have to carry and treat it for two full years before it is ready and you can pack it into the bowl of your pipe and settle back for a good, fragrant smoke.



If it weren't for much expert handling and treatment, it would leave us a good margin for profits, but—it wouldn't be Edgeworth. Edgeworth must give you a genial, mellow smoke, so we have to stand for a couple of pretty heavy shrinkages. Perfectly good leaf shrinks 30 per cent from the stems we remove alone before we're ready to call it Edgeworth, then there's a further shrinkage from excess moisture carefully dried out.

A pipe tobacco two years en route to you from plant to pipe certainly eats into money. There are freight charges and carrying charges, neither exactly lenient in these times; there are labor charges—you know how much more labor costs at every step; and getting down merely to packing materials—why, waxed paper linings are up 100 per cent, and tin boxes 70 per cent.

Some leaf tobacco sold last year for more than three times ordinary prices. We bought every time prices dropped. Yet our leaf tobacco cost us on an average between two and three times former prices.

And then there's the additional tax, 18 instead of 8 cents per pound, up 125 per cent.

With advances from 25 to 150 per cent on raw material, taxes, linings, containers, labor, cartons, cases, freight, and other factors, you probably wonder how we can sell you Edgeworth for 16 cents.

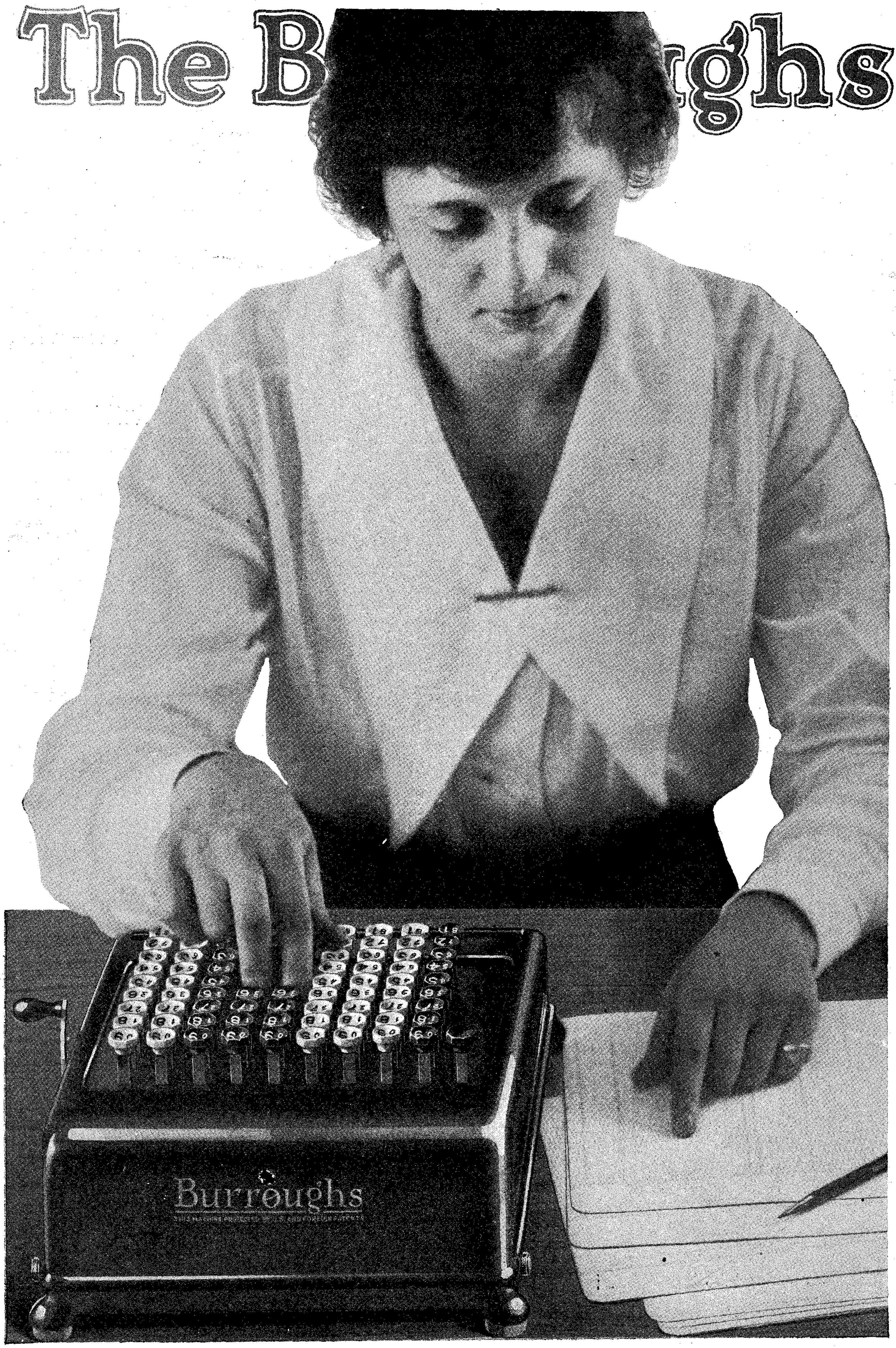
We couldn't, but for leaf tobacco bought previous to last year which scaled down costs. We could have sold that leaf from storage at a handsome profit, but we're selling Edgeworth, not raw material.

Prices appear likely to go higher rather than lower. But when they do drop, watch us drop our prices. The one thing we haven't and shan't allow to drop is the quality of Edgeworth. That's going to stay put.

If you are not an Edgeworth smoker and you appreciate a real, first quality smoke, we'd like to have you pass judgment on our samples. A post-card bearing your name and that of the dealer usually supplying your smoking needs will procure generous samples of both Edgeworth Plug Slice and Edgeworth Ready-Rubbed without charge.

For the free samples, address Larus & Brother Company, 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants:—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Plug Slice or Ready-Rubbed for the same price you would pay your jobber.


The B
ughs
Burroughs
THIS MACHINE PROTECTED BY U.S. AND FOREIGN PATENTS

Calculator $175

Adding Accuracy—Cutting Waste

Forty years ago Butler Brothers pioneered in a new kind of merchandising. Instead of hiring salesmen to sell to the wholesale trade they mailed catalogs. To every customer they quoted the same prices and showed the same "goods."

They were convinced that it was such an easy, economical and efficient method of selling that it ***must*** succeed, and the balance sheet today is an answer to doubters.

For the same reasons that have ruled all through the conduct of this great business, the Burroughs Calculator was selected to figure invoices, to catch overcharges and undercharges, to calculate discounts, and to do other monotonous but necessary figure work.

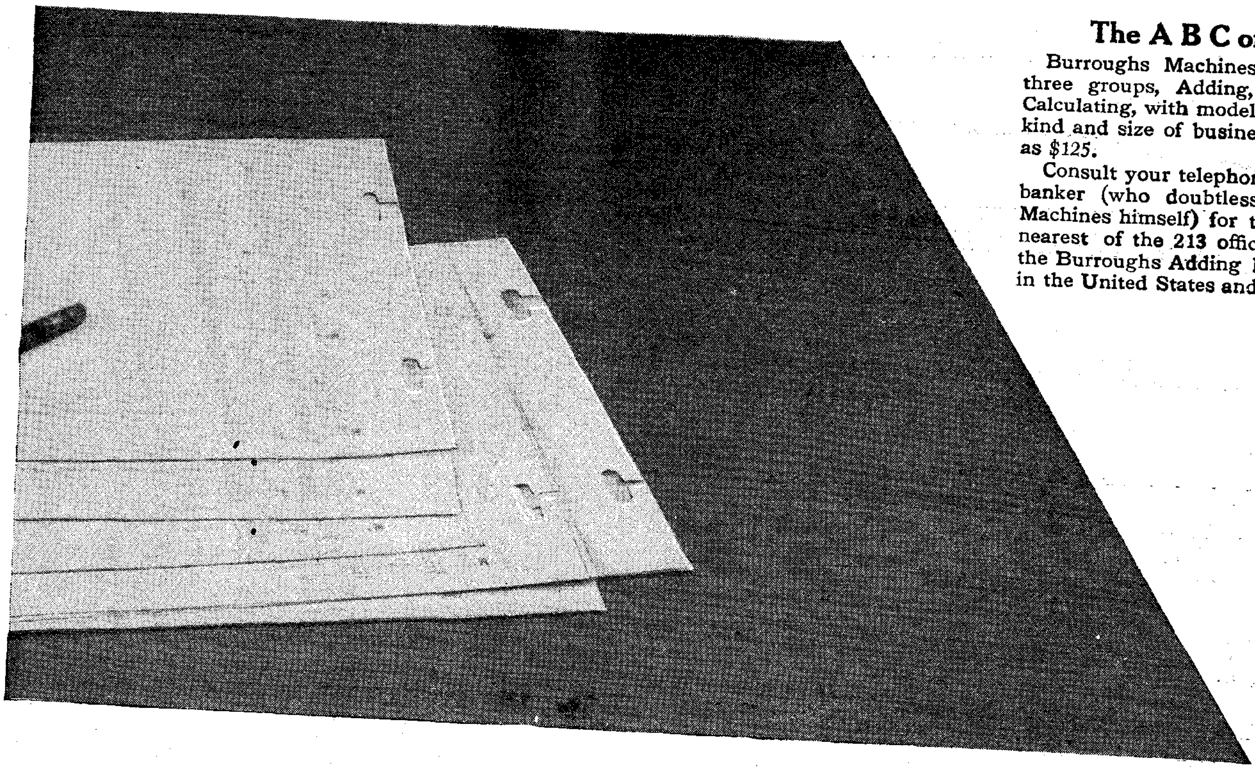
It handles all these tasks and a host of others easily and quickly, and almost any girl can be speedily trained to do the work and get the right answer ***every time.***

In the statistical department of Butler Brothers' Jersey City house, for instance, Burroughs Calculators are used to get total sales by departments and states, average amounts of orders, to keep track of outstanding sales, money not collected and to figure percentage of profit and loss by the month.

In the Export Department and in the Merchandise Department, Burroughs Machines with girl operators do figure work in a quarter of the time that would be required for the less accurate mental method.

Butler Brothers is representative of hundreds of other businesses where calculating is one of the major figure problems underlying the whole business structure.

Their use, in the Jersey City branch of 75 Burroughs Machines and the use of many of the same machines in other branches, shows how highly they value their lightness, portability, easy operation, speed and convenience.



The A B C of Business

Burroughs Machines fall broadly into three groups, Adding, Bookkeeping and Calculating, with models adapted to every kind and size of business. Priced as low as *$125.*

Consult your telephone book or ask your banker (who doubtless uses Burroughs Machines himself) for the address of the nearest of the 213 offices maintained by the Burroughs Adding Machine Company in the United States and Canada.

"THE MAN WHO MADE AMERICA DRY" TELLS WHY, AND HOW

IF ANYBODY ASKS who killed that former cock of the walk, Demon Rum, the "liquor interests" will reply that Anderson did it; "and the liquor interests," remarks the editorial authority who credits them with the above high opinion of Mr. Anderson's prowess, "ought to know." "Prohibition Anderson" they call him, and "that roughneck Anderson," but his full name and title runs William H. Anderson, New York State Superintendent of the Anti-Saloon League. He took up his fight against the liquor traffic for the same reason, as he says, that "a man goes into the gospel ministry"; he felt a "direct and imperative call." His methods, we are told, were as "slam-bang" and vigorous as the methods of the organizations he was called upon to fight; he "fought Satan," he himself says, "with his own fire." Now that his work has shown such remarkable results in this country, he has joined an organization which plans to make the whole world dry, and has already sent an advance guard into Europe. "American money, American 'observers,' American methods, are to be introduced . . . wherever alcohol is sold," comments *The Forum* (New York), whose July number contains a dramatic series of glimpses into the character of this modern "Puritan," who would "force upon men that which is good for them, as the early zealots forced the Christian creed upon benighted pagans." The man himself is described as "six feet tall, black-haired, big-chested, and forty-five." His eyes are brown, "his mouth is small," and "what men want does not interest him," since they are too "weak," according to Mr. Anderson as interpreted by his *Forum* critic, to understand and choose what is good for them. Partly to counteract numerous wild rumors as to the prohibition leader's personal experiences and beliefs, *The Forum* submitted to him a list of questions. The question, and his very complete answers, begin in this way:

"THERE IS NO SUCH THING AS PERSONAL LIBERTY."

At least there is not unless a man lives in a wilderness, says Mr. Anderson, of the Anti-Saloon League.

> "Was there any personal thing, any tragedy that drink brought home to you personally that made you take up the fight for prohibition?"
>
> "Nothing that I can think of—it has not struck my family in any way. I have simply had the same experience that the average citizen has had who keeps his eyes open and sees his friends stricken."
>
> "Did you ever study to be a minister?"
>
> "I have had a good many friends who, for many years, insisted that I ought to go into the ministry. I was fairly active in religious work, Sunday-school and Epworth League, but had no call to the ministry in the way in which that term is usually employed."
>
> "Is it true that you had a call to fight for prohibition—a call from God?"
>
> "I never had a call to prohibition work until I heard of the Anti-Saloon League, in 1891. The impression it made on my mind was, 'That thing will kill the liquor traffic.' Some months after I heard of the A. S. L. there came to me suddenly, without any connection with anything except the possible subconscious impressions, a definite hunch, as clear-cut as tho somebody had uttered the words in my ear, 'Some day that will be your work!' A number of months after I was asked to become attorney for the A. S. L. of Illinois, which I have just recently visited. The proposition did not appeal to me, and I dismissed it. In the fall of 1899 the proposition was repeated without any suggestion or solicitation on my part, and that resulted in investigations and negotiations leading to my beginning work January 1, 1900."
>
> "Why did the Protestant churches support prohibition?"
>
> "The churches took up the prohibition fight because they consider that the liquor traffic was an irreconcilable enemy of spirituality. They saw that drunkenness, which is merely the advanced stage of moderate drinking, was incompatible with spiritual life. They were also actuated by utterances of women and children."
>
> "Did the Church think that light wine and beer affected a man's religion?"
>
> "They considered: First, that it is wrong for a man to drink alcoholic liquor as a beverage, because he thereby defiles his body as a temple of the Holy Spirit. They consider it wrong for a man to sell liquor, and thus make a profit out of the weaknesses of his fellow men. It has been with the churches very largely a moral issue."
>
> "Or did drink reduce the revenues of the churches?"
>
> "No—neither the loss of church revenue nor the economic waste was a prominent factor so far as the churches are concerned. While the economic element has, of late years, been a large factor, it was the churches operating upon a moral basis which forced the issue upon the attention of the public, until a host of men not particularly interested in the moral consideration began to investigate the question on a purely selfish basis."
>
> "Why did the Catholic Church oppose prohibition?"
>
> "The Catholic Church, as a church, does not oppose prohibition. It is neither fair nor truthful to say that the Catholic Church of America is against prohibition. The Council of Baltimore in 1884 most strongly decried the evils of liquor-drinking, and all liquor-selling, and the logic of the utterances of this Council, which is representative of American Catholicity, if anything can be, leads irresistibly to prohibition, and many prominent clergymen and laymen of the Catholic Church are strongly in favor of prohibition. Many Catholic priests have risked even their lives in behalf of it, and there is a large and growing element that sincerely deplores the utterances of prominent Catholics that seem to commit the Church to the liquor traffic."

The frequent charge that the Anti-Saloon League, or its agents, "coerced" candidates for office may be answered, according to Mr. Anderson, "both Yes and No." While "the proposition that the few workers connected with the A. S. L. have coerced legislative bodies is most absurd rot," there is a sense in which something like that happened, as he explains:

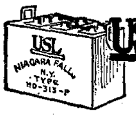
> "The proposition that a majority of the citizenship, operating through the Anti-Saloon League, have insisted that legislative bodies be responsive to majority sentiment, is absolutely true. The liquor traffic, in years past, like the Central Powers in the recent war, had a compact organization and inside lines of communication and funds, and the moral element was scattered. The Anti-Saloon League has simply taken the liquor methods and deodorized and disinfected them and turned them back on the liquor traffic.
>
> "The people have a right to know where their representatives stand on important questions," he replies, in answer to another question:
>
> "The Anti-Saloon League is an agency for turning on the light. We are not responsible for what the light discloses. If a man's district is in favor of the liquor traffic, the more the Anti-Saloon League advertises the fact that he acted in favor of the liquor traffic, the more that will help the man who really represented liquor constituents. On the other hand, if the man was lying about it, and his district was really for prohibition, and he stood with the liquor traffic, he has no right to complain that the League gives the people the facts. The Anti-Saloon League goes to the peoples of the various districts and says, in effect: 'Here is the record of your man. He voted this way; did he represent you? If he did, he is a good man, send him back. If he did not, then you had better get somebody that will.'"

Turning toward what has probably been the sorest point, by and large, with the opponents of prohibition, the Anti-Saloon League leader caps some pointed questions with equally pointed answers. The argument runs:

> "Have you or your associates any right to interfere with

We'll back up our repair work on your Battery with our personal 8-Months Guarantee
USL
BATTERIES
SIZES FOR
ALL CARS
SERVICE STATION

—That's what USL men everywhere say



USL Service Stations carry a complete stock of parts to *repair any make of battery*. They guarantee their *repairs* on an 8-months' adjustment-basis. If something happens that the repair doesn't make good, our USL men *will*.

But USL men *sell* only the USL "Dry-Charged" Battery and that on a 15-months' adjustment-plan. "Dry-Charged" means that we deliver to you a battery with no part of its energy used; no part of its life missing.

USL "Dry-Charged" Batteries are assembled, charged and given an *operating test* at the USL Factory. The electrolyte is drawn off, the battery thoroughly washed inside, then sealed *air-tight* and remains in that condition until you buy it.

Then the USL Service Station unseals the caps, refills the cells with electrolyte and gives the battery a couple of hours' freshening charge. It is then ready for your car.

While *awaiting* purchase, it *remains idle, doing no work, losing no strength*, so when you buy it you obtain not only a *new* battery, but one containing all the *years of life* USL originally *built* into it.

So when you think of storage-batteries remember two things: USL Service Stations sell USL Batteries on a *15-months'* guaranteed adjustment-plan and they *repair any make of battery* on an *8-months'* adjustment-basis.

U. S. Light & Heat Corporation, Niagara Falls, N. Y.

FREE *Our 50-cent Battery Book that answers every battery question. It's a book you can't afford to be without if you own or drive an automobile. It's free if you mention the make and model of your car.*

USL TRADE MARK
U. S. LIGHT & HEAT CORPORATION

storage batteries

personal liberty? On what grounds do you excuse this interference?"

"Personal liberty ends where public injury begins. There is a higher personal liberty, and that is civil liberty. The liquor traffic exists under a license. It has no inherent rights."

"Is prohibition the will of the people of the United States?"

"Undoubtedly, as shown by the fact that more than two-thirds of the States, more than 69 per cent. of the area, and more than 60 per cent. of the population of the country have adopted prohibition, by every State or local community entirely independent of National prohibition."

"Would you be willing to put prohibition to a referendum of all the people to-morrow?"

"If there could be a referendum in the community to be affected, absolutely yes. That is to say, if there could be a referendum vote in the United States as a whole. Here in New York the very folk who have been shrieking for a referendum on National prohibition, which would have no binding force, have for twenty years resisted the efforts of the league to get a binding referendum in this State which would be operative if the people voted for prohibition."

"If light wines and beer are injurious to human beings, why does a modern army, an institution more careful of the health of its men than any institution in the world, permit the drinking of light wines and beer?"

"It does not. There were dry zones all around all the American training-camps and drinking was not permitted in the American Army."

"Did not an official order of the American Expeditionary Forces authorize the drinking of light wines and beers by any soldier or officer of that Army?"

"It was not issued by the Government. It was not permitted in the American Army, and there were dry zones around the training-camps. The order of our Commander-in-Chief stands out stronger than the efforts he made in behalf of the moral welfare of his men."

"If these drinks unsteady the brain, the nerves, the eye, as has been charged, why is it that soldiers, of whom it is demanded that they shoot straight, are allowed to drink not only in European armies but in the American Expeditionary Forces as well?"

"I have not seen any official orders permitting the use of alcoholic liquor, and I do not concede anything on that point."

"If, as has been charged, drink makes men immoral, why is it that in the American Expeditionary Forces there was the lowest percentage of sexual disease in the history of warfare?"

"I do know direct from many officers that everything that could be done was done to prevent the drinking of alcoholic liquor, and that drunkenness was severely punished, and that the men were warned that drunkenness was likely to lead to immorality, and that contraction of immoral diseases would be punished without mercy. It is known by every intelligent man that knows anything that the greatest feeder to sexual diseases is the use of alcoholic liquor, and the reason why the American Army was freer from social diseases than other armies is because, while the millennium was not achieved, the American Army used less alcoholic liquor in proportion than other armies."

Further on the question of "personal liberty" is taken up again, and this "fallacy" receives a far more thorough drubbing at the hands of Mr. Anderson than when it raised its head the first time. As the questions and answers have it:

"Do you believe that prohibition is an expression of intolerance?"

"No, I have found as a practical matter that the most intolerant man on earth is the antiprohibitionist. The prohibitionist does not try to confiscate property, as is charged, etc. He merely says to the other man: 'You shall not use your property so as to hurt yourself or your fellow men. We are not discussing the immorality of taking a drink. We insist that the public shall not be compelled to tolerate a nuisance in order that you may get your drink. We have always been ready to abide by majority rule. We have taken our medicine all these years as sports because you claimed, and seemed, to have the majority. Now, then, we insist that you do the same thing. The people have decided to try this experiment. If it does not work out for the benefit of the people, after a fair test, we will help you change it. But you do not come into court with clean hands until you have stood for the enforcement of the law and a fair test.'"

"Are you in sympathy with laws created to put people in jail if they oppose some act which they judge to be a violation of their personal liberty?"

"A man has no personal liberty to sell rotten meat. He has no personal liberty to run his automobile on the left side of Fifth Avenue. He has no personal liberty to shoot off a revolver in a New York square. There is no such thing as personal liberty unless a man is the sole inhabitant of a wilderness. Every man gives up what he calls his personal liberty in return for the benefits he derives from society."

"Which of the two doctrines has caused the most happiness in the world, the 'I am my brother's keeper' idea, with its roots in intolerance, or the doctrine of 'Live and let live'?"

"The golden rule, the Sermon on the Mount, have furnished the basis for what civilization we have. If it were not for the law of love basis, the Sermon on the Mount, which the churches, working with frail humanity, are doing their best to exemplify, the personal liberty exponent would be in danger of his life every minute, and have no haven from which he could, with safety, promulgate his views."

The financial backing of the prohibition movement and its present status both in the United States and the world at large are considered in concluding paragraphs. This part of the dialog runs:

"Who financed the activities of the Anti-Saloon League?"

"Mr. John D. Rockefeller, Jr., recently made a public statement concerning the contributions made by himself and his father to the Anti-Saloon League. These contributions were large compared with those of a man of small means, but no larger in proportion. It has been stated that Mr. Rockefeller contributed fifteen or twenty million dollars to put prohibition over in New York State. Mr. Rockefeller's statement was to the effect that he and his father together had contributed something over $300,000, covering about twenty years, for all branches of the Anti-Saloon League work, concerning both State and nation, and, as far as New York State is concerned, I know his statement to be absolutely accurate. The Anti-Saloon League has not been financed by wealthy men. It has been financed by a lot of people in moderate circumstances. In New York State, last year, the total receipts in cash for the year ending April 30 were $260,000, in round figures. Fifty thousand of that the people contributed in sums ranging from one to a hundred dollars. Most of the amounts were $4, $6, $12, they for the year being the most popular sums."

"Do you consider the fight over prohibition at an end?"

"It has just begun. It is necessary to stand by and see that the law is enforced and to protect public officials who want to do their duty. It is necessary to meet rapidly the attempt that will be made some day to invalidate the new amendment. It is necessary to carry this proposition to the whole world. Just as the liquor traffic would not permit local option and permitted State option, and just as in its lawlessness it did not allow State prohibition, and forced the people to National prohibition, so these same brewers, with their plans of setting up in Mexico, China, Japan, South America, and elsewhere, will compel America as a matter of self-defense to help the whole world to get rid of the traffic, in order to clinch National prohibition and also to exemplify the law of love in Christian civilization."

"Have you made any plans to force prohibition upon the world?"

"The World League Against Alcohol has already been formed. I have been appointed a member of the Executive Committee. It is not the intention to go into any foreign country to tell the people there what to do, but to furnish funds to enable their own work to get on its feet and to enable its agencies to print and circulate literature, and to send men from here who will give testimony as to the effect of prohibition in America. As soon as national prohibition is a demonstrated success in America, the rest of the world will have to come to it as an economic measure."

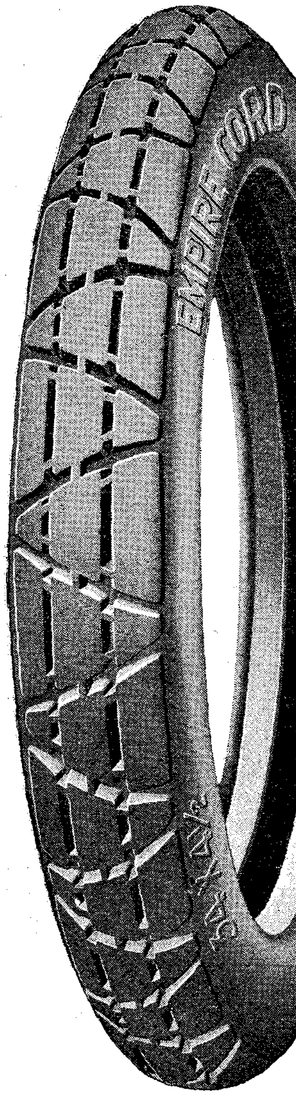
"Have you thought that the officials of the United States Government might not sanction your undertaking any such international propaganda, meddling that way in the domestic affairs of other nations?"

"We intend to see that there are such officials in charge of the Government of the United States that such sanction will be certain."

In the meantime, our own "dry" land is producing protests against any real extremity of dryness, such as might eventuate if the "limit" prohibitionists had their way. As the St. Joseph *Free Press* protests in a typical editorial:

> The "drys" are in the saddle in the house and the extremists are going at a furious pace, overriding the moderates and yelling like Comanches as they take hurdle after hurdle. What is going to be the result? Always under these circumstances there is a tendency to misuse victory. Always there is an inclination to stretch a constitutional mandate beyond the purpose of those who framed it. The autocracy of the liquor power has been crusht, but there must be no autocracy of prohibition erected in its stead. Prohibition supporters should beware lest an attitude of intolerance on their part shall bring on a popular reaction to wreck the fruits of the people's hard-won victory.

Empire Tires
WEAR LONGEST



THE best way to prove that this statement is both practical and profitable is to buy an Empire Tire—Cord or Fabric—and try it out on your "Southeast" or right rear wheel.

This "Southeast" test is invited by the manufacturers, the Empire Rubber and Tire Co., Trenton, N. J., because it is the severest and therefore the best. Make the test with either an Empire Cord—the highest achievement in tire making,—or with an Empire Fabric—the nearest to the Cord to be found among fabric tires.

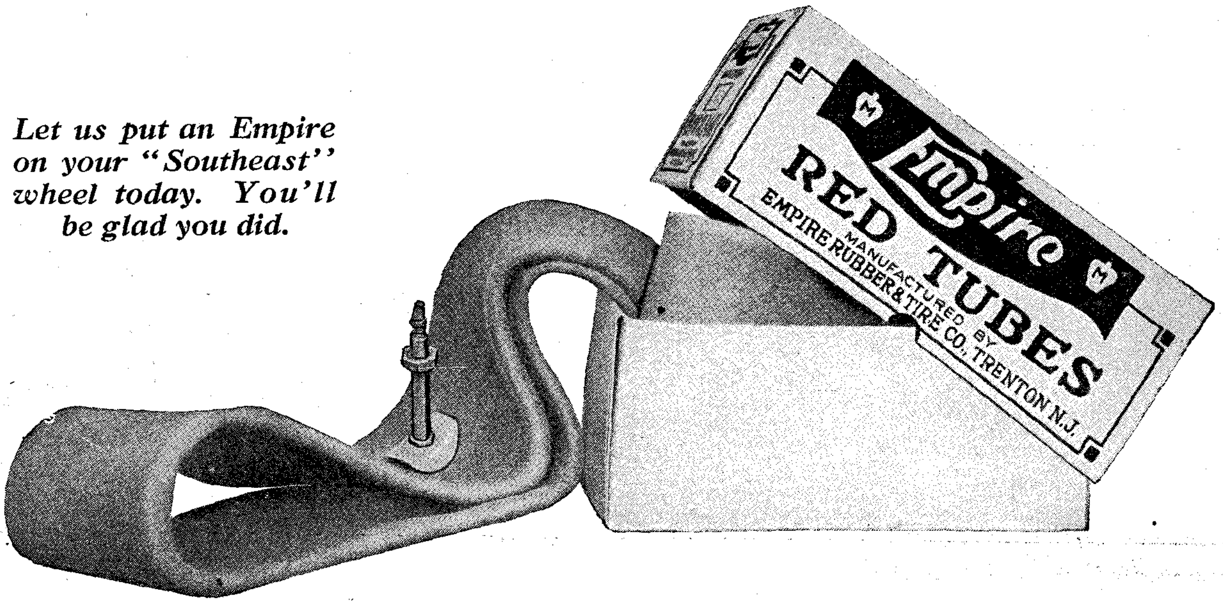
WHEN you make the "Southeast" wheel test, mount the tire with an Empire Red Tube inside.

The use of this supreme product guarantees you the utmost in economy and satisfaction. The problem in tire making is mileage. The problem in tube making is that of long life. By the use of an exclusive process and conscientious manufacturing methods, Empire has overcome the inner tube's greatest foe—the deterioration of time.

Many Empire Red Tubes sold 6, 8 and 10 years ago are still running and still rendering "as good as new" service. Money spent for Empire Red Tubes may be considered as part of the original cost of the car—not another item in upkeep.

The Empire Tire Dealer

Let us put an Empire on your "Southeast" wheel today. You'll be glad you did.



Empire Red Tubes Last as Long as the Average Car Itself

Overland
TRADE MARK REG.

Translating Thought Into Achieveme

WAR left Overland even stronger than it found it.

While our factories were given over to government war work our officials seized the temporary lull in motor car production and turned it into a permanent Overland advantage.

This was their opportunity to gain a new perspective of the entire automobile industry, and to map a program of greater industrial-statesmanship. Although Willys-Overland has always enjoyed the reputation for doing big things in a big way, plans were made which would insure that the magnitude of Overland pre-war achievements would be surpassed.

Engineering and designing departments were expanded.

Metallurgical facilities were enlarged under the direction of scientists of national reputation.

New processes and new designs, developed through the daring of Overland engineering genius, were perfected and given thorough test.

The planning department, dealing with the layout of work and the trackage for handling materials, was greatly strengthened. The personnel of the inspection department was fortified by the addition of highly trained executives of proved
capacity. 500 acres
buildings were purcl
problems of producing
were solved, but que
well, were settled or
comprehensive scale.

It was decided to
two new models, one
Willys-Knight. Mo
have been devoted to

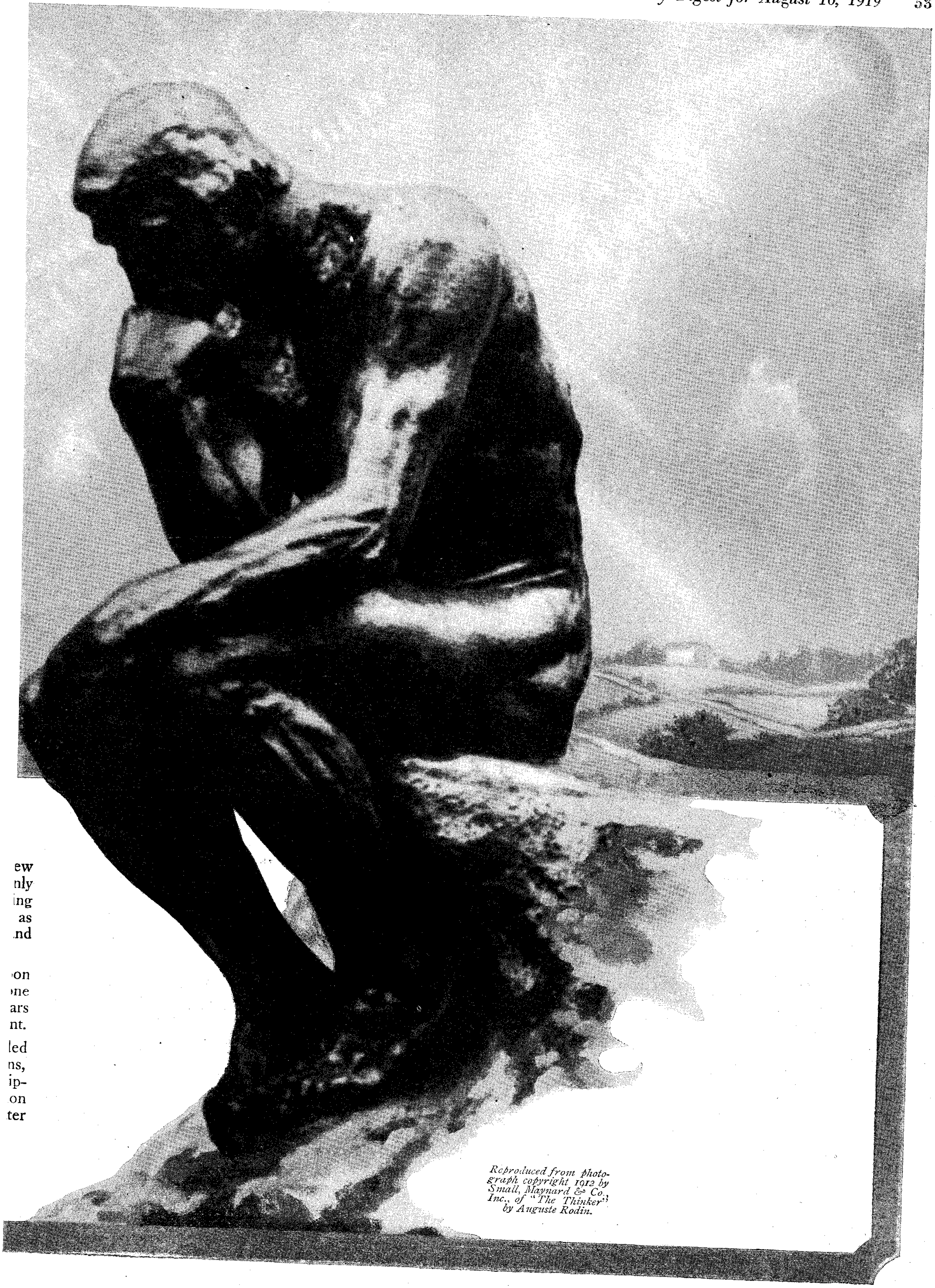
With a broadened
facilities, with these
better methods and
ment, the Willys-Ov
faces a future qualifi
achievement.

WILLYS-OVERLAND INC., TOLEDO, OHIO
Willys-Knight Touring Cars, Coupes, Limousines, Overland Motor Cars and Light Commercial Cars
Canadian Factory, West Toronto, Canada

ew
nly
ing
as
nd

on
ne
ars
nt.

led
ns,
ip-
on
ter



Reproduced from photograph copyright 1912 by Small, Maynard & Co., Inc., of "The Thinker" by Auguste Rodin.

DR. ANNA HOWARD SHAW LOVED PEACE, BUT SPENT MUCH TIME IN FIGHTING

WITH THE DEATH of Dr. Anna Howard Shaw, honorary president of the National American Woman's Suffrage Association, ends a remarkable career, the story of which seems to prove that "a poor girl" may attain a place of importance and fame in this world just as well as if she had had the luck to be born "a poor boy." From a humble beginning, through sheer pluck and a determination to win, Dr. Shaw rose to be a distinguished leader, especially in the cause of woman suffrage, and in other movements having for their object the betterment of humanity. "With her great gift of oratory," says a writer in the New York *Sun*, "her absolute devotion to 'the cause,' her administrative ability, her superb health, and that genial frankness which made a party of men with whom she was once thrown at dinner describe her as 'a good mixer,' Dr. Shaw was perhaps the strongest force for the advancement of women that the age has known." She was born at Newcastle-on-Tyne, England, February 14, 1847, and, according to the writer in *The Sun*, "for all her love of peace, Dr. Shaw came of fighting ancestry." He continues:

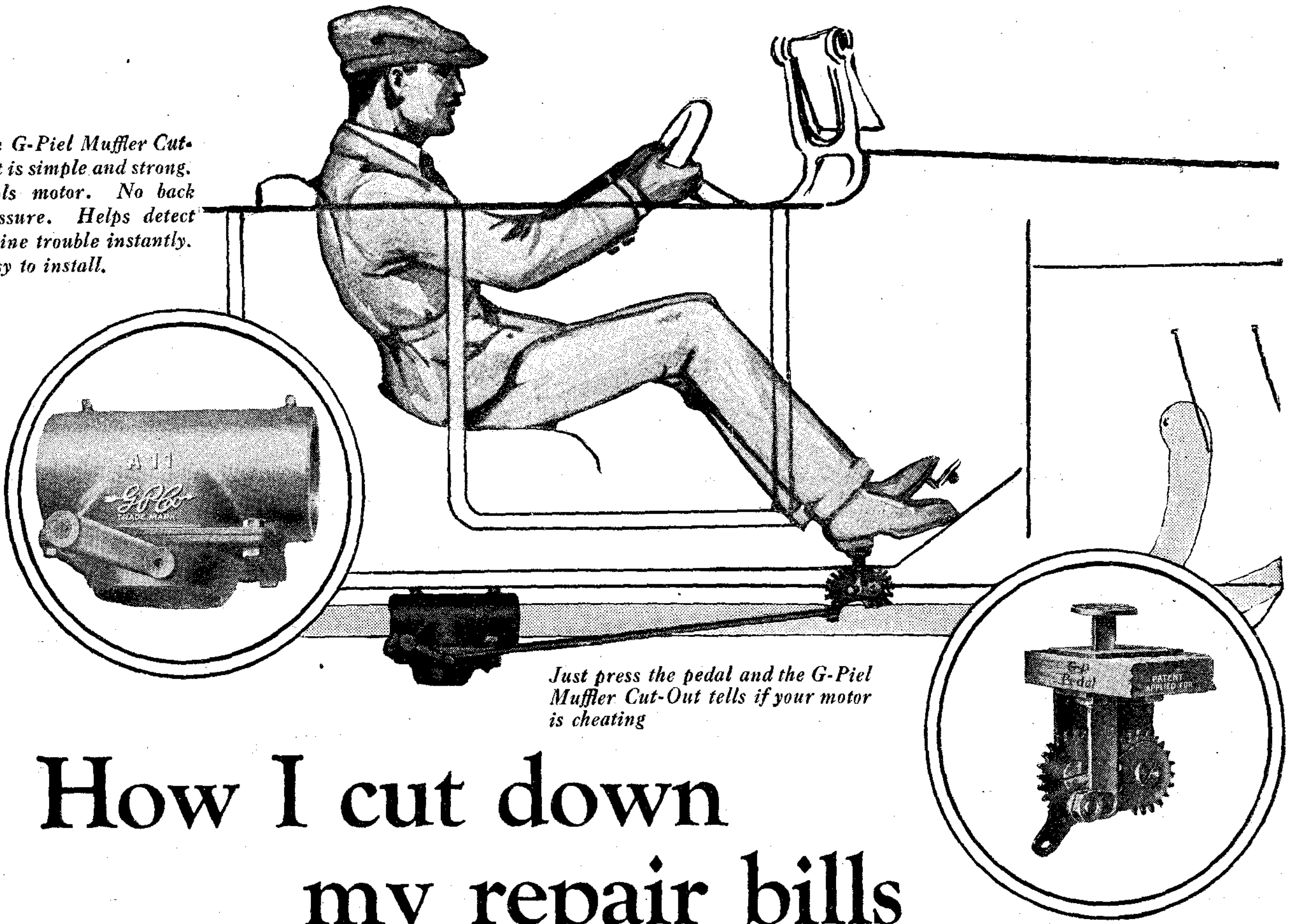
> The Shaws of Rothiemurchus were great battlers, and on the island of Lock-an-Eilan, Scotland, still stand the crumbling walls of the fortress which they defended against alien clans for many years. When her father, Thomas Shaw, was born his branch of the family was impoverished, and he went into the flour and grain trade. Her mother was the daughter of a most intrepid woman, Nicolas Stott, who, before any thought of suffrage entered the minds of Englishwomen, refused on principle to pay tithes to the Church of England, and saw her furniture sold off piece by piece rather than yield from her stand as a Unitarian. Anna's mother was educated on the estate of the Duke of Northumberland, where the widowed Nicolas had a position, and the name of the castle, Alnwick, was given by the suffrage leader to her home in Moylan.
>
> Bankrupted through the corn law, Thomas Shaw came to America, and in 1851 his family followed him. Storms drove the ship back to Queenstown after the first essay, but the second time she sailed she reached port. Anna, then four years old, laid the foundation for her reputation as "a good mixer," for there are stories of how she fraternized with the sailors, singing their chanteys for them as they hauled on the ropes. In New Bedford, Mass., where the family settled, she contributed her bit to the support of the family. A carpenter in the shipyard, taking a fancy to the hearty little girl, took her with him every day to his work, and in repayment for the entertainment she afforded by her efforts with the toy tools he gave her, let her brothers have wood to keep the family fireplace going. It was here that she tasted her first freedom from feminine trammels, for her friend had a boy's suit made and insisted on her wearing it.
>
> In Lawrence, whither the Shaws soon moved, Anna saw the great abolitionists of the time. Her parents were in sympathy with the movement, and she often recalled how, going to the cellar one day, she discovered a negro woman, an escaped slave her father was sheltering there.

When Anna was nine years old the family moved to Michigan, settling in what was then a wilderness, forty miles from a post-office and one hundred miles from a railroad. Some years ago Dr. Shaw published a book entitled, "The Story of a Pioneer," from which the New York *Times* writes the following sketch:

> The family endured many hardships in that sparsely populated region. The little log cabin which they occupied had the earth for a floor and holes in the walls instead of windows and doors. Her father was without horses or other farm animals, and without farming implements. Dr. Shaw helped plant corn and potatoes by chopping a hole in the ground with an ax. She did most of the work in the digging of a well, chopped wood for the big fireplace, felled trees, and later helped in the laying of a floor in the house and putting in doors and windows and partitions. The father was compelled to leave his wife and children at the mercy of Indians and wild animals while he earned a living for them.
>
> When she was fifteen she began teaching school, receiving four dollars a week and walking eight miles a day. Later she went to live with a married sister in a Northern town. She was determined to have a college education, and by preaching and lecturing, which was frowned upon by members of her family and friends, she managed to pay her way through Albion College, where she studied from 1872 to 1875. She had only eighteen dollars in her pocket when she arrived at Albion. She later went to the Theological School of Boston University, where she was graduated in 1878. She suffered extreme poverty during this period, living in an attic in Boston. She often went cold and hungry and knew the exhaustion due to continued insufficient food and hard work.
>
> On account of her sex, she was refused when applying for ordination by the New England Conference and by the General Conference of the Methodist Episcopal Church, but in the same year had the honor of being the first woman ordained by the Methodist Protestant Church. In her struggles to become a minister she fought against ridicule, dissension, and lack of the barest necessities.
>
> She received a local preacher's license from the District Conference, and in 1878 was pastor of the Methodist Episcopal Church at Hingham, Mass., and from 1878 to 1885 she was pastor at East Dennis, Mass. She was ordained by the Methodist Protestant Church on October 12, 1880. While serving as pastor of the Dennis congregation, Dr. Shaw studied medicine also at Boston University, graduating with the M.D. degree in 1885. Kansas City University conferred on her the honorary degree of D.D. in 1902 and the LL.D. degree in 1917.

Dr. Shaw's ideas on women's rights began to manifest themselves at an early age. Her determination to be a preacher was revolutionary for those days. When she was at Albion College she created a sensation by a spirited defense of Xantippe and led a revolt against the authority of the men students in the debating societies. While she was at East Dennis she met Frances E. Willard and became interested in temperance. She also became associated with Susan B. Anthony and other suffrage advocates, and when the suffrage movement began to show increasing energy in 1885, Dr. Shaw resigned her pastorate to devote her life to a fight for "temperance, suffrage, and social purity," and started out as an independent lecturer. Of her experiences in this work *The Sun* has the following to say:

> Thrilling adventures were Dr. Shaw's in those days. Once she journeyed to a lumber-camp through the midnight woods with her pistol at the head of the driver, who had threatened her. She was snow-bound among cattlemen; she was pursued by wolves across snowy plains, and once the foes of temperance in a Michigan town set fire to a building as she lectured in it. But she led her audience out through the flames and in the street gave such a talk as shamed the town into voting temperance that year.
>
> Dr. Shaw has said the two speeches she made in her life which satisfied her were the one at the meeting of the International Council of Women during the World's Fair in Chicago, when her father came to hear her, and was so delighted that all his opposition to her public course melted away—and the other her sermon in the State Church of Sweden years afterward. That was the first time a woman was permitted to preach in that church, and Dr. Shaw was so uplifted that she said afterward she had absolutely no consciousness of her body—it was as if she were a disembodied spirit.
>
> Susan B. Anthony's friendship Dr. Shaw describes as the "torch that illumined my life." From 1888 till Miss Anthony's death in 1906 they were rarely separated. Together they fought those difficult suffrage campaigns in the Black Hills, on the plains of Kansas, in Wyoming and Arizona and Utah. In 1904 Dr. Shaw became president of the National Woman Suffrage Association. It had been her ambition to succeed Miss Anthony when the latter gave up the presidency in 1900, but it seemed best that Mrs. Carrie Chapman Catt should have the office then, and Dr. Shaw relinquished her desire, just as later she acquiesced cheerfully when Mrs. Catt was sent out on the world tour for suffrage that she, Dr. Shaw, had always longed to take.
>
> When Miss Anthony was dying she wrung from Dr. Shaw the promise that she would never lay down the presidency of the "National" till those she trusted most made her feel she should do so. It was a blow to many thousands of suffragists, who felt that her name should head the list of officers until her death, when, in 1915, she was replaced by Mrs. Catt. Dr. Shaw declared the choice wise and went on laboring for suffrage. In the 1915 referendum campaigns in New York, Massachusetts, New Jersey, and Pennsylvania she made one hundred speeches in as many days in the hottest of the summer weather.
>
> In the span of her lifetime Dr. Shaw saw great changes in the suffrage map, saw the great West change from the black of unenfranchisement to the white of full suffrage. Colorado, Idaho, Utah, Washington, California, Arizona, Kansas, Oregon, Alaska, Nevada, and Montana and her own State of New York—they were notable victories she helped to win. It was the irony



The G-Piel Muffler Cut-Out is simple and strong. Cools motor. No back pressure. Helps detect engine trouble instantly. Easy to install.

Just press the pedal and the G-Piel Muffler Cut-Out tells if your motor is cheating

The G-Piel Pedal makes cut-out operation easy. Its geared compound leverage operates any cut-out spring. Easily installed on any floor board.

How I cut down my repair bills

"I'VE owned and driven cars ever since the one-cylinder days. But it was only two years ago that I woke up to the fact that it was costing me a lot more than it should to keep them going.

"I discovered that my motor was cheating me out of power a lot of the time, and was wasting gas without my knowing it. I discovered that I was letting all sorts of engine trouble develop—without an idea that anything was wrong—until the trouble was so acute that I had to pay out a lot of money for repairs.

"How did I find out these facts? Very simply. I had a G-Piel Muffler Cut-Out put on my car.

"Now all I need do is press down the G-Piel Pedal and listen to the motor. I can tell instantly if all my cylinders are on the job. I've detected a lot of little troubles before they became big ones. I might still be paying out money unnecessarily if I hadn't put a G-Piel Muffler Cut-Out on my car. Already it has saved its cost a good many times over. I'm always going to have one."

Profit by the experience of this motorist. You can save gas, power and repair bills by this simple device. Nine out of every ten motors are running below par. Perhaps yours is. With a G-Piel Muffler Cut-Out you can find out instantly—and remedy the trouble. Have one installed today.

Sales Department
EDWARD A. CASSIDY CO., Inc.
280 Madison Ave., New York City

The G-Piel Muffler Cut-Out

PIEL PRODUCT
"Tells the motor's secrets"

> of fate that after toiling through the summer and fall in the campaign of 1917 that enfranchised the women of New York—marching in the great parade, traveling from end to end of the State, contributing speeches the fire of whose oratory will be remembered long by those who heard her—she was prevented by an attack of influenza in Washington from voting in the next election. She had taken her residence in New York and was counting on casting her first ballot—"and to think," she complained, "that an influenza bug should keep me from casting that vote I had struggled for so long."
>
> But great were Dr. Shaw's rewards, tho she was deprived of this one. She saw Presidential suffrage come to the women of Illinois, Rhode Island, and Ohio, besides many victories in foreign lands. She saw suffrage grow to be an important news feature, whereas in Susan B. Anthony's time, as she often said, a paragraph about votes for women was a thing to rejoice over.

Dr. Shaw was all her life opposed to war and physical violence as a method of settling difficulties. Her patriotism enabled her to overcome this aversion, however, when Germany forced the United States to enter the war, and Dr. Shaw was asked by President Wilson in April, 1917, to become the chairman of the Women's Section of the Council of National Defense. She obeyed the call, and at the age of seventy left her pleasant home at Moylan, Pa., and went to Washington to take up the work of the Defense Council. "As chairman of the Committee of Women's Defense Work, Dr. Shaw performed great services throughout the war," says the New York *Times.* Further:

> The Government recently awarded the Distinguished Service Medal to her for her work in this capacity, the presentation being made by Secretary of War Baker in his office at the War Department on May 12 last. During the war she wrote articles and delivered addresses in arousing the people of the country to a realization of the true meaning of the struggle with Germany.
>
> She was greatly pleased when word came that the League of Nations offices would be open to women as well as men. She was attending the annual convention of the National Association at the time.
>
> "It is splendid," she said. "People of the United States will understand what democracy means by the time the Peace Conference gets through and recognizes the services of women—not only recognizes their services, but their intellectual counsel and experience. The world moves. The United States must hurry."

It was owing to her hatred of violence that Dr. Shaw condemned the methods of the militant suffragists of England. For the same reason she opposed the picketing of the White House in 1917, saying that the pickets had endangered the life of the President, and charging them at one time of having carried treasonable banners. It may have been because of this attitude that she was made a member of the Washington police force, of which *The Times* says:

> On December 15 last Dr. Shaw was sworn in as a special member of the Washington police force, having remarked at a reception the night before on the fact that she had had a forty years' desire to serve as a policewoman. The regulation oath was administered by Superintendent Pullman and Dr. Shaw received a badge.

Among incidents of her life illustrating traits of Dr. Shaw's character, we give the following from *The Times:*

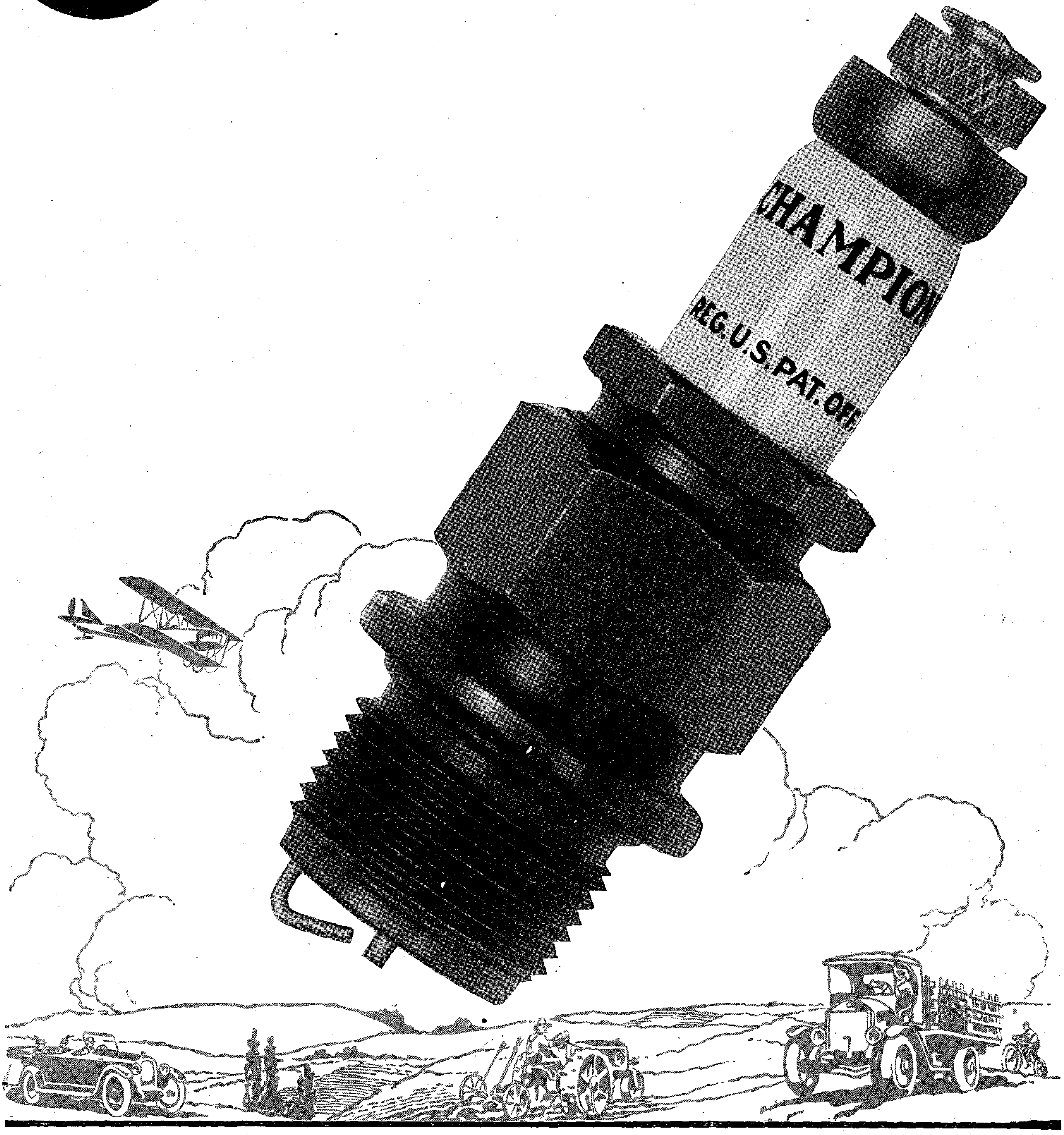
> As a minister, Dr. Shaw would not perform a marriage ceremony in which it was insisted that the word "obey" be used.
>
> "The marriage service," she said, "is a poll-parrot affair. The method used in reciting the pledge is ridiculous, to say the least. There is no solemnity, dignity, or character to that kind of marriage ceremony."
>
> She had said that she believed in making the ceremony fit the occasion, having a different service for each marriage. As evidence of the fact that her position was right, she pointed out that she had never known of a divorce among persons married by her.
>
> One of Dr. Shaw's last appearances in New York City was at the National Conference on Lynching, held at Carnegie Hall early in May. She was one of the leaders in arranging for the conference, and in her address she urged the passage of the Suffrage Amendment as a solution of the lynching problem. She said that women of intelligence had been brought to a realization of the fact that womanhood was not being protected by the lynching of negroes, a pretext which she described as "merely camouflage on the part of men for exhibitions of barbarism."
>
> In 1913 Dr. Shaw figured in a lively skirmish with the authorities in Delaware County, Pa., where she lived. Dr. Shaw refused to make out a statement of her "personal property, mortgages, stocks," and other property, returning the blank that had been left at her home to be filled out on the ground that taxation without representation was tyranny.
>
> The Tax Assessor assessed her property at $30,000, which she declared was excessive, but the Tax Commissioner declined to do anything about the matter unless Dr. Shaw personally made out the declaration. The result was that her automobile, a pale yellow roadster, given to her by admiring suffrage-workers, was levied upon and sold by the Sheriff for the taxes. The car was bought in by her friends and returned to her.
>
> Alighting from a Lehigh Valley train in the Jersey City Station one morning in February, in 1914, Dr. Shaw slipt on the icy car-step and fractured her right ankle, which laid her up for some time right in the midst of a busy speaking tour in behalf of equal suffrage. She afterward brought suit for $25,000 against the railroad company, but lost the case.
>
> Dr. Shaw never married. She was a member of the International Woman Suffrage Alliance, the League to Enforce Peace, National Society for Broader Education, the Women's Civic Club of New York, and editor of the Woman's Committee War Department of *The Ladies' Home Journal.* Besides writing "The Story of a Pioneer," she had contributed many short stories and articles to various magazines.

HAIG'S JERSEY COWS AND LEE'S SOLITARY HEN

TWO EXCELLENT JERSEY COWS were included in the retinue that followed Field-Marshal Haig, the English Commander-in-Chief, in his campaigns on the French front, so that the headquarters staff might never be without fresh milk and cream. "Confederate veterans will smile reminiscently and enviously at this story," says *The News-Leader,* of Richmond. "Think of the affluence of an army the commander of which carried two milch cows with him wherever he went!" The editor proceeds to call up from the past a personal and picturesque bit of American history:

> To old gray-coats who grow hungry even now in reflecting upon the privations of the later years of the war between the States, the thing seems inconceivable! Why, the mess of General Lee never boasted a single cow, except for a very brief period. Its solitary hen, the pride of Cook Bryan's heart, was guarded with jealous apprehension, because no man knew when the hunger of some passing soldier might not deprive General Lee of his daily egg, the chief staple of his diet. In fact, there was a suspicious element of mystery about the final disappearance of that hen. All the winter she nested in a headquarters wagon, alarmed neither by the roar of cannon nor the clatter of couriers' horses. She was as regular in depositing her egg for the beloved commander as Stuart's cavalry was in its scouting. But when the army began to move for the final summer campaign, the hen whose cackling had been constant music at headquarters and whose unabashed presence had graced many a council of war was nowhere to be found. In his charity to all men, Lee explained that the hen must have strayed away; but deep down in his heart, Bryan had a conviction that it was not a case of stray, but of stealing. Some irreverent soldier, Bryan always maintained, secretly slew and ate the sacred fowl whose eggs had helped in making the battle-plans of the Army of Northern Virginia.
>
> And to think of gallons of fresh milk—gallons, literally—for the private mess of Marshal Haig, whether the commander was pressing his offensive or hurrying to the endangered front! The old Confederates never had fresh milk, and when they had buttermilk, the fact that it was kept in a jug usually raised false hopes the shattering of which left no stomach for buttermilk. Was it not so that famous day when Lee invited his staff and a few visiting generals to have a drink? There had been a report, detailed and precise, of a certain bottle of very old apple brandy which some admirer had prest upon General Lee. The commander, of course, had not touched it, but men whispered excitedly he always carried it with his headquarters baggage. When, therefore, he smilingly invited his guests to take a drink, instanter came visions of that bottle uncovered in great good humor and passed from parching lips to cracking throat. But the *corpus delicti* proved to be a jug, not a bottle, and, what was a much more serious matter, despite an insinuating gurgle, when at last it poured forth its contents, they proved to be buttermilk, not brandy. Lee, history reports in all soberness, was the only man who enjoyed either the joke or the dram!
>
> As for Haig—who knows but that a general who carried two cows after him on a motor-lorry might not have had a hidden hamper as well? The luck of some men!

Champion Dependable Spark Plugs



Champion Dependability Has No Substitute

THE heavy demand for Champion *dependability* made and keeps Champion Spark Plug *production* the largest in the world.

The history of perfecting the internal combustion engine to its present high efficiency is paralleled by the remarkable record of Champion advancement in spark plug reliability, endurance and certainty of performance.

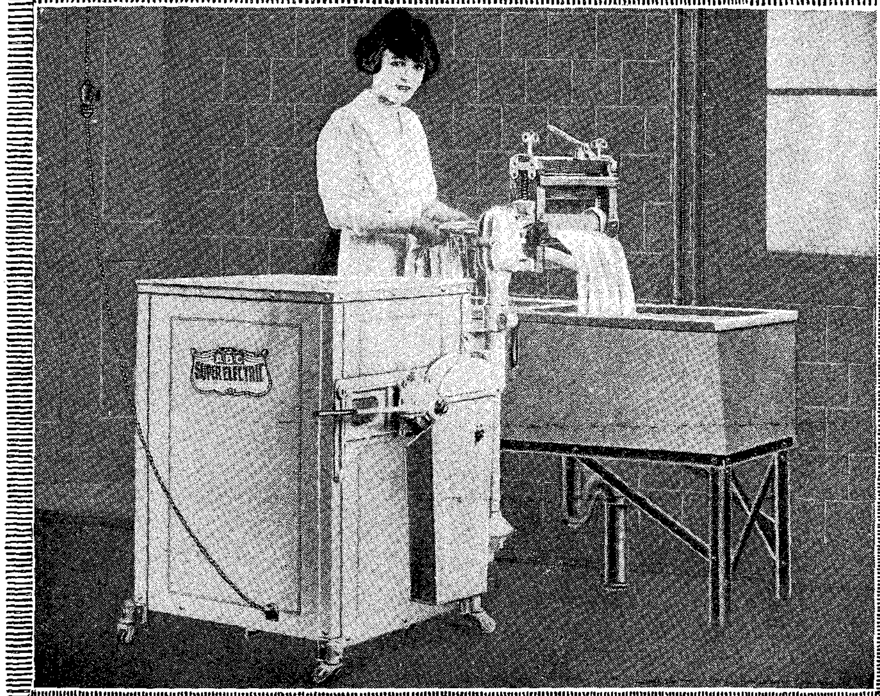
The greater resisting power of our famous number 3450 Insulator to temperature changes, shocks and vibration, together with our patented asbestos gasket construction, are a few of the reasons for Champion dependability.

There is a Champion Spark Plug specially designed for every type of engine. Make sure the name "Champion" is on the insulator as well as the world trade mark on the box.

See your dealer today. He can supply you.

Champion Spark Plug Company, Toledo, Ohio

Champion Spark Plug Co., of Canada, Limited, Windsor, Ontario



This photograph illustrates one of the big features of the A-B-C Super Electric—its All-position wringer. The operator is wringing from rinse water to blue water, while another batch of clothes is being washed—possible only with the All-position wringer. No washer can render 100% service without this feature.

A-B-C
Super Electric
America's Leading Washing Machine

When you buy an A-B-C electric washer you obtain the benefit of a *service* that has a cash value far in excess of the cost. It's a real *investment*—not an expenditure. It more than pays for itself the first few months through what it does and what it actually saves you. To possess one is *economy*—"putting off" buying is a positive *extravagance*.

It's the most efficient electric washer

The A-B-C Super Electric combines EVERY "worth-while" feature of other makes with several exclusively its own. Here's the proof—its "14 Points" of superiority.

1. Most efficient washing principle—revolving cylinder reversing after each revolution, the only washer combining every advantage of both the cylinder and the oscillating types.
2. The only full cabinet cylinder washer.
3. The absolutely safe washer—all moving parts enclosed.
4. All-position wringer—electrically driven.
5. Washes quickest — hot suds forced through clothes 44 times each minute.
6. Most quiet-running washer ever built.
7. Most simple in construction — fewest number moving parts.
8. 50% oversize motor—¼ horsepower.
9. Adjustable belt drive—prevents motor "burn outs."
10. White maple cylinder—most sanitary and doesn't tear clothes.
11. Most attractive in appearance—a real ornament in your home.
12. Costs only ⅓ as much to operate as an electric iron.
13. Guaranteed against all defects.
14. Tested and approved by The Good Housekeeping Institute.

Your dealer will demonstrate free of charge in your own home, and arrange easy terms of payment—a small payment down and a year to pay the balance.

Write for handsome 16-page booklet—"The A-B-C of Washday"—and name of nearest A-B-C dealer.

ALTORFER BROS. COMPANY, Peoria, Illinois
Largest exclusive makers of electric and power washing machines in America

EFFECT OF THE DROUGHT ON NEW YORK'S BARS, CABARETS, TAXIS, MOVIES, AND CHURCHES

UNLESS a new joy-producer of some kind can be discovered, it's all off with the dazzling attractions that have made Broadway famous as New York's "Gay White Way," throughout the length and breadth of our beloved land. At least, this is the opinion of a man who is quoted by Louis Lee Arms in the New York *Tribune*, and who is said to be "a member of a firm which runs a 'lobster palace' adjacent to Broadway, controls the food and drink privileges at two roof shows, and operates a hotel by the sea." A man like that ought to know what he is talking about, and here are his exact and lugubrious words in sizing up the situation, three weeks after John Barleycorn was laid low:

> There can not be a reasonable doubt that the ordinary café of preprohibition days is done. There is a possibility that some substitute stimulus for liquor will be found, but I doubt it. We are seeking that now. But, generally speaking, it was and is, the stimulative effect of liquor that made the cabaret and the dance attractive. Not that sober persons do not dance, but the difference between those who do and those who don't means financial ruin to the average Broadway café with an overhead expense equal, or nearly so, to that previous to July 1. It costs as much to serve a lemonade as it does to serve a highball. The difference is that while a highball calls for several drinks one lemonade usually is enough.
>
> Our hotel is hit hard, but an even better example perhaps is that of the —— Hotel near Times Square. The bar, which includes the service-bar catering to the several dining-rooms and the roof-garden of this hotel, did an average business previous to July 1 of $3,200 a day. The net profit on this business in the course of a year averaged $600,000. The same bar now does between $200 and $250 worth of business daily. The profit per dollar is less. It means that the manager of this hotel, if its normal earnings are to be maintained, must find some way to make his eight hundred rooms account for approximately a $600,000 deficit. The remedy nearest at hand is a raise of food- and room-rates. But the public will have to be educated to that, and the great majority of the traveling public believes it is paying enough now.

One complaint of the liquor-dealers is that prohibition struck them unexpectedly. It was "so sudden," in other words, that they were not prepared for it. They had no idea it was coming before next January, at the earliest, and no doubt they cherished secret hopes that ere the arrival of that fateful month, something, in the words of *Mr. Micawber*, "might turn up." The best explanation of this unpreparedness probably lies in the fact that human beings have ever been noted for their reluctance to prepare for the evil day. Then, too, it has always been difficult for advocates of moist conditions to picture a drought, and such a thing as a dry Broadway was so absurd as to be beyond the powers of even the most imaginative. However—

There is one fact outstanding. It is that Broadway is doomed; doomed, that is, to discard its quondam and extraordinary rôle of America's premier host and fast friend of the sporadic and chronic tippler. For Broadway, after all, has been a gorgeous entertainer. That means that all the multiform embellishment of professional entertaining is doomed, too. This is susceptible of mathematical or dollar-and-cents proof.

In New York to-day there are three kinds of bars: those that are dry; those that are 2.75 wet, and those that are trusting to luck and doing business as usual—especially to friends. The "bone-dry" bars are favored by the majority of the big and responsible hotels which, while waiting to see which way the cat jumps, wish to avoid any unpleasantness or notoriety; the 2.75 bars are those of the leading cafés and saloons which feel that they have with them the sentiment of the "beer and light wine" votaries, as well as, possibly, the President—in spite of judicial opinion; while the bar where it is still possible to "get anything" is the outlaw at heart, willing to take a chance and, perhaps, suffer the consequence with the hope that the other fellow is nabbed first when legislation comes to the point of active enforcement. It is at this kind of bar that the customer asks for ginger ale and the bartender inquires: "Imported or domestic?" If the customer wants imported ginger ale and he is the right kind of customer he gets a regulation pre-prohibition highball. That sort of thing, of course, can not last and will be practised at length more and more inextensively.

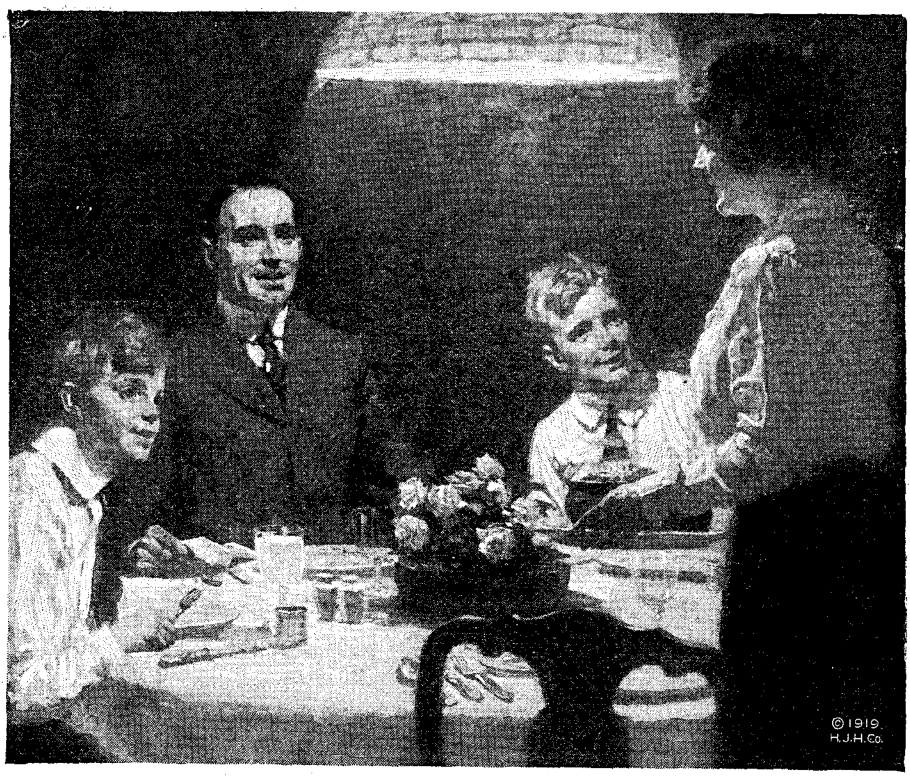
The first two of the three kinds of bars enumerated are the only ones that count now in the study of the effect of prohibition. The last kind will be automatically taken care of.

Two examples among Broadway bars will serve to show how prohibition is working—even after several days. The "cocktail" hour by common consent among Broadwayites has been 4:30 o'clock. Prior to July 1 the bar at the Hotel Astor at this hour was crowded. Recently at the "cocktail" hour it contained seven customers. The bar at the McAlpin Hotel finished a poor second. At six o'clock on that day there were precisely three customers, two bartenders, and one cashier in that spacious and erstwhile bubbling retreat. All were drinking "near" beer, the strongest concoction permitted by the McAlpin management. The atmosphere, from a "wet" view-point, was deadly.

So much for the effect of prohibition thus far on New York's liquor business, and such other lines as are directly dependent thereon for an existence. But there have been interesting developments in connection with other forms of business also. For instance, the picture shows. Their attendance has been increased until it is nothing short of phenomenal. Mr. Arms quotes N. T. Granlund, of the Marcus Loew organization, as follows:

We are having a regular midwinter S. R. O. business. In fact, our business has been so unexpectedly large that we placed observers in several of our houses to make notes. We find that the increase lay where we expected it; that is, in the

1869-1919
50TH ANNIVERSARY—FIFTY YEARS OF PROGRESS



HEINZ
OVEN BAKED BEANS

The Taste is Not an Accident

THE skill of a cook is shown in the way he takes the same materials that other cooks have and produces from them a dish that demands special praise.

Thus it is with Heinz Baked Beans. Their taste is a fortunate combination of carefully selected beans, skill and care in preparation—of baking in real ovens—and of blending the fine baked bean flavor with the delicious tomato sauce for which Heinz is famous. Heinz Oven-Baked Beans have a distinctive flavor that is unmistakable.

Some of the
57
Vinegars Spaghetti
Tomato Ketchup
Olive Oil

HEINZ BAKED BEANS WITH PORK AND TOMATO SAUCE 57
four kinds

All Heinz goods sold in Canada are packed in Canada

> number of men. Women and children compose 75 per cent. of the average motion-picture audience. In the last two weeks approximately 40 per cent. of our audiences have been composed of men. We think we are getting the business that previously went to the corner saloon. We are assuming that this increase will be sustained and are making our plans accordingly.
>
> The probability is that prohibition will establish a new era in every department of the motion-picture business. On this assumption gigantic plans are being laid for production, distribution, and exhibition. Cheap entertainment is the only logical substitute for liquor that has been suggested thus far, and it would seem—and our figures of the last few weeks sustain the belief—that the motion-picture business is going to be the greatest beneficiary of prohibition. They are cheap, they "kill time," and they afford mental relaxation.

Another business affected is that of the taxicab companies. Now that there has been an appreciable decline in the number of festive individuals with no clear idea as to the precise route by which to reach their domiciliary retreat, taxis are in less demand than they were in the old happy days, and hence the business has fallen off to such an extent that one of the largest companies in the city is about to discharge some 150 of its drivers. The president of the company is quoted:

> We are inclined to be philosophical about the matter. If we find the taxicab business can not be a success without liquor, then we are willing to seek another business. While our trade is subject to wide fluctuations caused by meteorological conditions, I think I may say that we have already felt the effect of prohibition. Most of our machines are off the street now by one o'clock at night. Previously that was one of our busiest hours. The fact they are off the street saves oil, gas, wear and tear, and tires. But it also means we shall have to cut down our night-driving forces.
>
> Personally, I think prohibition has come to stay, and I welcome it. It affects our business, but we can adjust that. It strikes me that Louis Sherry has been the wise man of the metropolitan hosts. He saw the black cloud in the distance and took heed. Others have been caught.
>
> I can sum up our business this way: The Town Taxis do a charge business, greater in winter than summer; that so far has remained stable. The Black and White business is greater in summer than in winter, and this traffic has decreased comparatively. The Terminal business is also greater in summer than winter, and so far is relatively satisfactory. Whatever general margin of decrease there is may be attributed to the lack of business after midnight, and this, of course, means because of prohibition.

Notwithstanding the sentiment express in the song, perpetrated soon after prohibition was announced, to the effect that "America never took water, and America never will," it seems that a lot of that portion of America included within the corporate limits of Greater New York, formerly in the habit of taking something else, now are taking water, for the soft-drink dealers say there has been no increase of their business which can be attributed to prohibition. Says Mr. Arms:

> One of them was asked if any of his customers appeared to be erstwhile beer- and whisky-drinkers who were trying to suit their taste to new conditions.
>
> "Not one," he said. "The most of our business is done with young women and men. I never have observed the marks of liquor upon any of them. I don't know as I ever remember seeing any one in here who did look like a booze hound."
>
> The testimony of the soda-fountain would appear to bear out the theory that when a constitutional drinker abandons alcohol he drinks water.

The seeker after the hectic forms of summer diversion found at Coney Island apparently has had to eliminate from his list the one formerly furnished by the resorts purveying hard liquors, for their business is said to be 60 per cent. smaller than last year. The proprietors of dance-halls are planning reconstruction of their form of entertainment to meet changed conditions. In some parts of the city so-called "dry bars" have been established. The one conducted by the Salvation Army at the Hotel Argonne in West Forty-seventh Street is described:

> It is a successful experiment, according to its sponsors, and when visited by the writer it was operated by two young sailors, two soldiers, two ex-service men in civilian clothes, and two giggling young ladies. Since the Salvation Army is unacquainted with the bar figures rolled up under the wet régime of this particular retreat, it has no way of knowing how comparative a success the dry administration is financially. Suffice that it is satisfactory. Hot drinks, soft drinks, hot food, sandwiches, ice-cream, and pastries are available. The dry bar is, in effect, no more than a lunch-counter; a sort of glorified lunch-counter, contiguous to which are tables encouraging the "weary, way-worn wanderer" to loaf. But none who bore the marks of a drinking man, as it were, tarried there, the inference being that the dry bar was a success among precisely the kind of persons one would expect it to be a success among.
>
> The Y. M. C. A. and the Lenox Avenue Settlement House Association are also projecting or already have projected dry bars in "service stations" that will be or have been patterned after the model at the Hotel Argonne.

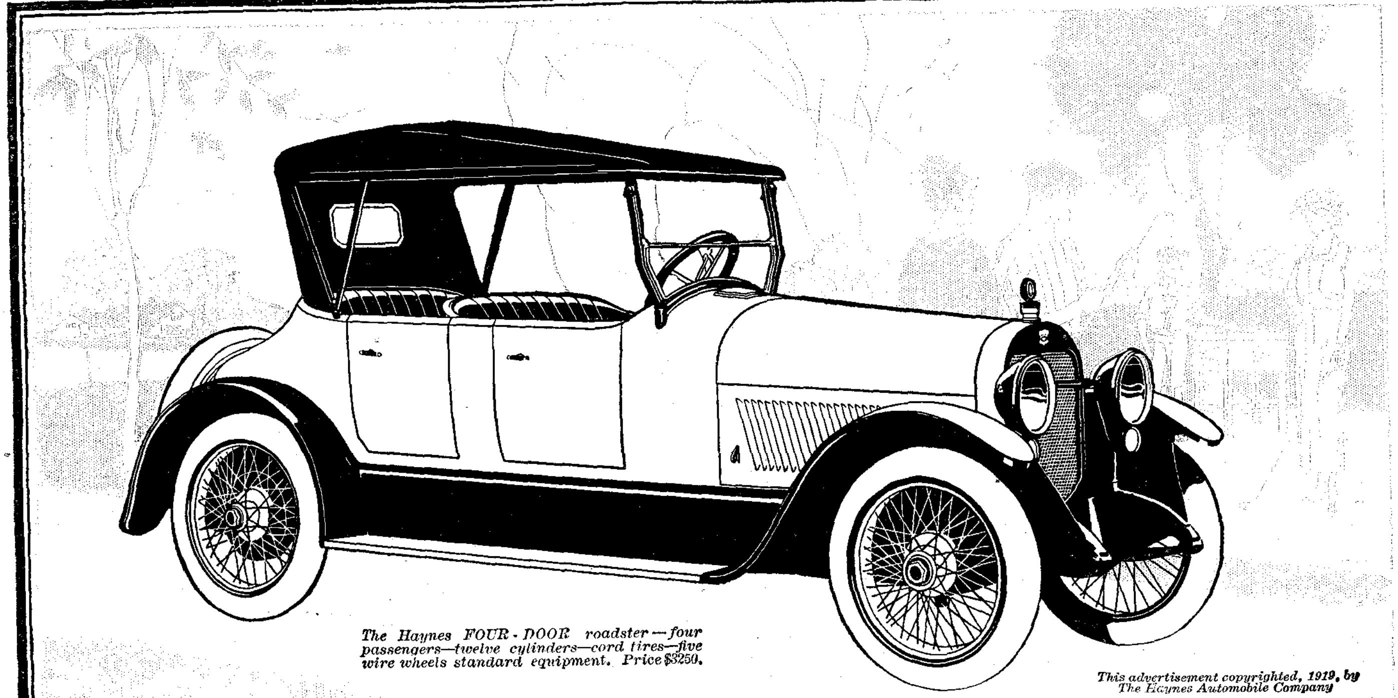
Investigations conducted by the churches in some of the smaller towns about New York and also on Manhattan's West Side show a marked improvement in the moral tone in the life of the people. For instance, it was found in one of the towns that Mondays, proverbially "off" days in "wet" communities, have been, since July 1, equal to other days in the number of workingmen appearing for work. A Methodist preacher, and a dry advocate, speaks of conditions on Manhattan's West Side:

> He says he has studied men, chiefly the husbands of women who are faithful members of his congregation, who were accustomed to make the round of saloons on Saturday nights, often also on week nights. He finds there has already been an improvement here, and that incidentally the sons of such men are more than ever inclined toward civic welfare and church duties. These findings have been the result of several months of research, but conditions have been bettered even since July 1. Since drink affects the spiritual quality of men, it is only fair to assume that without it there will be more and better churchgoers.

FUTILE EFFORTS AT INTOXICATION ON 2.75 BEER

THAT sole and rather forlorn hope of the advocates of moisture, the melancholy fluid styled 2.75 per cent. beer, is coming in for a deal of feverish consideration these days, far in excess of what so pepless a beverage would seem to merit. The drys, being determined that even this poor remnant of a once glorious irrigating system must go, are doing all in their power to speed its departure. The wets, with anguish in their souls, are fighting to retain it. The question as to whether or not it shall remain rests to a great extent upon whether it is "intoxicating" within the meaning of the laws thereunto pertaining, and it has occurred several times to the persons most interested in finding the answer that the best thing to do would be to test the beverage on willing human subjects. A number of such tests have been made, therefore, and the consensus of opinion resulting therefrom, to the effect that no human being can accommodate inside himself at one and the same moment a sufficient amount of 2.75 beer to induce intoxication or even a slightly roseate state of mind, should greatly cheer the wets whose cup of sorrow has been running over for some time. One of the first men to suggest a test of this kind was Representative Pell, of New York. His proposal was turned down, however, probably because it would have required the staging of a beer-drinking orgy in the presence of a jury of sober- and serious-minded Congressmen who would not have had a chance to partake. Also, it is said that there would have been so many thirsty constituents clamoring for a chance to show what 2.75 beer could do that the plan could not have been carried out. Of tests on a smaller scale, however, there have been several, a few of which are described in the New York *Evening Post*, as follows:

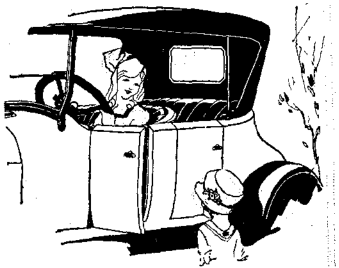
> The first scientific war-beer spree was held in Newark under the auspices of Dr. Charles A. Rosewater, a specialist in the treatment of alcoholic and drug addicts. He had Dr. Augustus J. Mitchell, Assistant Police Surgeon of Newark, to help him. The party was pulled off in the De Jeanne Restaurant and lasted four hours. During that time thirteen men seated about a groaning table consumed 121 bottles of 2.75 per cent. beer. Along with the beer they had a bang-up dinner consisting of herring, boiled ham with gravy, potato salad with mayonnaise and egg, bread and butter, tomatoes, and cheese and crackers. They were told to take their time and eat and drink all they wanted—the bill was on the "Doc." It was a mixed dinner-party, according to the court statistics. The men



The Haynes FOUR-DOOR roadster—four passengers—twelve cylinders—cord tires—five wire wheels standard equipment. Price $3250.

This advertisement copyrighted, 1919, by The Haynes Automobile Company

THE NEW 1920 HAYNES HAS
BEAUTY—STRENGTH—POWER—COMFORT



Four doors—a feature of the new 1920 Haynes four-passenger roadster. Racy and low in appearance, it is the smart popular car of the season. The new 1920 Haynes character cars have full aluminum bodies.

HAYNES

America's First Car

NEW 1920 "LIGHT SIX"

Open Cars	
Touring Car—7 Passenger	$2485
Roadster—Four doors, 4 Passenger	2485
Closed Cars	
Coupé—4 Passenger	$3100
Sedan—7 Passenger	3350
Limousine—7 Passenger	4000

Wooden Wheels Standard Equipment

NEW 1920 "LIGHT TWELVE"

Open Cars	
Touring Car—7 Passenger	$3250
Roadster—Four doors, 4 Passenger	3250
Closed Cars	
Coupé—4 Passenger	$3800
Sedan—7 Passenger	4000

Five Wire Wheels Standard Equipment

Prices are F.O.B. Kokomo.

A new catalog, beautifully illustrated, will be sent on request. Address Dept. 83.

The Haynes, AMERICA'S FIRST CAR, now exhibited by the government at the Smithsonian Institution, Washington, D. C., was invented, designed and built by Elwood Haynes, in 1893.

THE new 1920 Haynes has the four vital factors of car-character—beauty, strength, power and comfort—because the twenty-six years' experience of Haynes engineers and designers proves that these four factors are essential to full satisfaction and service in a car.

The new 1920 Haynes has *Beauty*—because the owner deserves to realize his expectation that in appearance the Haynes will harmonize with its factors of strength, power and comfort, thus making his satisfaction complete.

The new 1920 Haynes has *Strength*—because the owner is entitled to mechanical construction which insures long life in his investment, as well as safety, durability and dependability.

The new 1920 Haynes has *Power*—because the owner wants to *use* his car, wants to know to a certainty that he can call upon its usable force and its reserve power, with an unusually high degree of contentment.

The new 1920 Haynes has *Comfort*—because the owner must be able to *enjoy* his car. Comfort is really a combination of the factors of beauty, strength and power and calls for both engineering and designing ability of the superlative order.

These four factors of car-character in the new 1920 Haynes add to its investment value, and account for its unflagging popularity. Deliveries are being made as promptly as is consistent with our standards of inspection, for no Haynes is permitted to leave our factory until it has received the Haynes *seal* of final approval. We urge you to select your new 1920 Haynes at once because of the unprecedented demand.

The Haynes Automobile Company, Kokomo, Ind., U. S. A.

1893—THE HAYNES IS AMERICA'S FIRST CAR—1919 ranged in age from twenty-three to sixty-six years, in weight from 140 to 225 pounds, and in occupation from mechanic to vice-president. Several men got away with six bottles, several others accounted for thirteen apiece, and a 200-pound steel engraver made a record for the evening with fifteen bottles.

Every care was taken to see that the beer served contained exactly 2.75 per cent. alcohol—no more, no less. Dr. Rosewater even went so far as to have the beer tested, and when he found it contained only 2.46 per cent. he added twenty minims of a 94-per cent. solution to each bottle to bring the contents up to full war-strength. Allowing for the usual proportion of two glasses to a bottle, the consumption of beer during the spree ranged from twelve to thirty glasses per man.

Dr. Rosewater's affidavit gives details about each man, his past drinking record and his habits generally. "Several of the subjects," he says, "admitted having on previous occasions been drunk on whisky or mixed drinks or heavy ale, showing thereby that they were not immune to drunkenness." He also points out that the sensation of "bloatedness" was manifested by the heavy drinkers as well as the light drinkers, but aside from that he concludes:

"Not one of the tested subjects manifested the slightest sign of drunkenness, nor conducted himself in any manner which would even faintly indicate intoxication."

In which opinion he was borne out by Dr. Mitchell, who disposes and says:

"At the conclusion of the tests I carefully examined each subject, questioned him as to his sensations, noting his articulation, his mental condition, and his coordination, and I failed to find the slightest indication of intoxication in any of the subjects."

The scene of the next war-beer debauch was in New York, at the Hotel Brevoort. This time the effort was to determine the effect of 2.75 wassail upon the creative brain-worker, and the company gathered about the dinner-table was made up of two artists, a publicist, a journalist, an architect, and an author. Dr. Rosewater evidently expected trouble from this outfit, for he called in a jury of nine other men to help him look for symptoms. Among those occupying observation-posts were Dr. Smith Ely Jelliffe, Dr. James J. Walsh, Dr. George W. King, and Dr. Samuel Stern.

As for the dinner, it is said that seldom have so many Greenwich Villagers consumed so much real food all at one sitting. The affidavit gives the menu—raw oysters, chicken, potatoes, olives, salad, cheese, crackers, coffee—and, of course, beer. All the beer they could stow away—scientifically analyzed beer, put up in bottles and doctored as before, so as to contain just exactly 2.75 per cent. alcohol.

This party also lasted about four hours, but as a tribute to Bacchus it fell far short of the riot over in Newark. Eight bottles of beer was the best individual showing of the evening, and that was the record of the two artists. The publicist was away off form, trailing the party with a paltry three bottles. The author did his bit with five bottles, and the architect and the journalist managed to get away with six and one-half bottles apiece—a pretty poor showing for the professions, but they all did their best, Dr. Rosewater says. In this little company at the Brevoort were men who had taken their liquor in one form or another all their lives, as well as others who hardly ever took anything. But the war-beer never fazed them, Dr. Rosewater says. So also say the other doctors in the audience.

"I observed all the subjects closely during the evening and none manifested the slightest symptom of intoxication," says Dr. Jelliffe.

Dr. Walsh says the artists and *literati* after the orgy "displayed clear and alert mental faculties and gave no evidence whatever of any impairment of either mental faculties or physical functions as a result of the ingestion of said beer."

"They were all as sober at the conclusion of the test as at the beginning," deposes Dr. King.

Other scientists who conducted similar tests were Dr. John Marshall, professor of chemistry and toxicology at the University of Pennsylvania, and Dr. William J. Gies, professor of biological chemistry at Columbia University.

Dr. Marshall selected in one case a medical student with a clear record and fed him 1,200 cubic centimeters, or one quart, eight and one-half ounces of war-beer one hour after breakfast. The young man stowed this away in a period of five minutes.

What the doctor describes as "a feeling of fulness of the stomach" resulted, but there was no nausea or giddiness, no unsteadiness of gait, and the student's "mental faculties were perfectly clear throughout the experiment." In another case he took another medical student and fed him six glasses of war-beer between nine and eleven-thirty in the morning. Both subjects were kept under observation and at intervals tests were made of their blood to see how much alcohol from the 2.75 per cent. beverage had got into their system. The percentage of alcohol in the first man got as high as 325 ten-thousandths of one per cent. and in the second man as high as fifteen one-thousandths of one per cent. In each case the percentage decreased rapidly.

SECRET-SERVICE STUNTS THAT SPOILED SOME WILY HUNNISH PLANS

A FINE compliment, the better for being unintentional, on the efficiency of the system built up in the United States for the detection of the enemy and his nefarious work within our borders during the war, was contained in the observation of a certain Teuton in a letter to a friend (which, of course, was intercepted) to the effect that it would be "as easy for a camel to pass through the eye of a needle as for a German to leave New York," without the knowledge of those whose job it was to know what the enemy was up to. The account of how this efficiency was developed until at the time of the signing of the armistice the Secret Service Department was in touch with every nook and corner of the country through its regular agents and the more than 350,000 volunteer workers constituting the membership of the American Protective League, forms one of the interesting chapters in the story of America's participation in the war. The United States Secret Service worked in close harmony with that of the British and the French, especially after America entered the conflict. Even prior to that event, however, the department was called upon to render assistance in cases where plots against the United States were unearthed by British secret-service men. Some of these are described in an article written by an American correspondent for the London *Times*. The most interesting one tells of the discovery of a conspiracy at Hoboken, New Jersey, for the manufacture of incendiary bombs to be used for causing fires on board ships. The revealing of this plot led to the immediate arrest and conviction of a number of persons who were working in the interests of the Kaiser on this side of the Atlantic. The final result was the seizure of certain papers which are said to have figured prominently in America's decision to enter the war. The story is thus told:

A telephone-call was received by the British naval attaché. The speaker stated—in a pitiful mixture of German and English—that for a consideration he was willing to hand over to the British authorities information of a most important kind. Would the naval attaché send a representative to a certain address in Hoboken? The speaker refused to come to New York, and would prefer to have a man who spoke German as his interviewer.

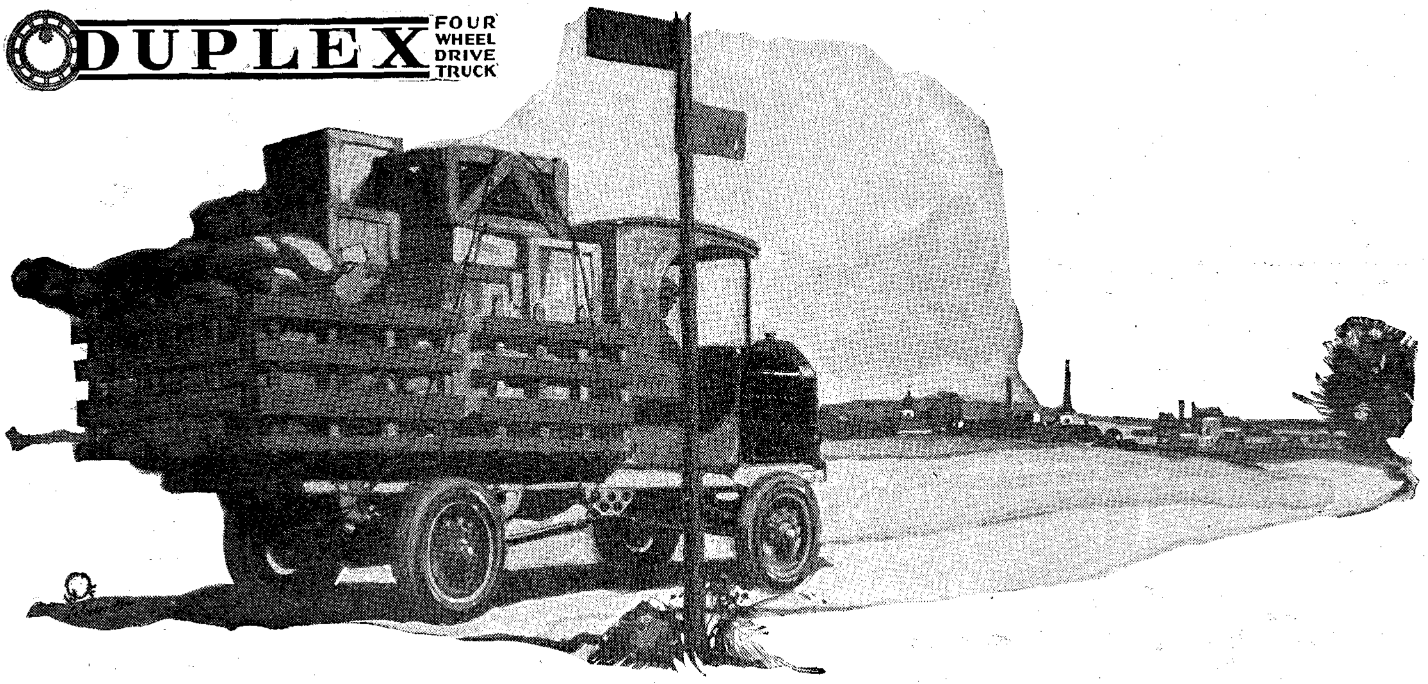
Promptly a British officer, familiar with Teutonic idioms, was detailed to carry out the assignment. The whole thing looked rather like a trap, for at that time Count von Bernstorff and his colleagues were hungrily interested in learning "what the British were up to in America." The British officer in question kept the rendezvous. In a mean street near the Hamburg-American line piers he found the German café named as the meeting-place. Approaching the hostelry, the British officer was greeted by a guttural and square-headed gentleman. He was evidently expected. Directed up a flight of stairs, he was accosted by a timid youth. The name given over the phone corresponded. The deal began. It became immediately apparent that the youthful informant was far more terrified than the Britisher. He suggested that a room should be hired where conversation could be uninterrupted. Eventually the conference took place at the railway-station restaurant, where a bump on the head from watchful Germans seemed less likely.

It appeared that a group of lovers of the Fatherland were making bombs under the direction of a very famous German chemist. To reveal the names of the little party the youth desired the inducement of two thousand dollars. His Majesty's Government was not throwing money about in the rich, but remote, republic of America just then. Two thousand dollars was big money in those days. But the youth made noises like real information, and a twenty-dollar bill proved sufficient inducement for another conference, when a real bomb was to be forthcoming as exhibit "A." It transpired that these bombs were of an incendiary nature, and by a simple process could be timed to ignite themselves and commodities in their vicinity at any time decided by the maker.

A rendezvous was made and kept. Sure enough a little leaden bomb four inches in length and one-inch in diameter was produced. Inside the leaden shell was a second cylinder of zinc. A corroding acid did the work of mixing other ingredients, which caused the conflagration, the time of the fire depending upon the thickness of the zinc cylinder.

The youth was obdurate about his

DUPLEX FOUR WHEEL DRIVE TRUCK



Every Wheel Pulls All The Way

The logic of Duplex low costs is as simple as a sum in common arithmetic.

When you consider the principle of the Duplex four wheel drive, it is really not open to argument.

Duplex power is applied to four wheels, instead of two. It exerts *fourfold* pulling capacity.

The strains are evenly distributed. That means longer wear and less repair because each wheel pulls an equal share of the load.

That is why the Duplex furnishes transportation where other power is not sufficient.

The Duplex principle *must* mean a decided saving in fuel, because all the gasoline is turned into driving energy; none of it spent in spinning wheels.

Inconceivable as it may seem, Duplex owners show savings *on tires alone* of 30 per cent.

Their comparative ton-mile costs *always* figure at least 20, and sometimes as high as 60 per cent less.

Many companies are being formed to handle freight runs by means of Duplex trucks, where branch or spur railroads would not pay.

The dependability of Duplex power—the surety of Duplex lower cost—offer special opportunities for this highly profitable field of transportation.

On every stretch of the road, good and bad, the Duplex, using every ounce of power, all the time, on all four wheels, hauls better and saves more.

And it always goes through

Be your traffic problem one of town or country, lumber camp or oil field, you will find it to your advantage to compare Duplex performance and Duplex costs with any other method of hauling.

DUPLEX TRUCK COMPANY
Lansing, Michigan

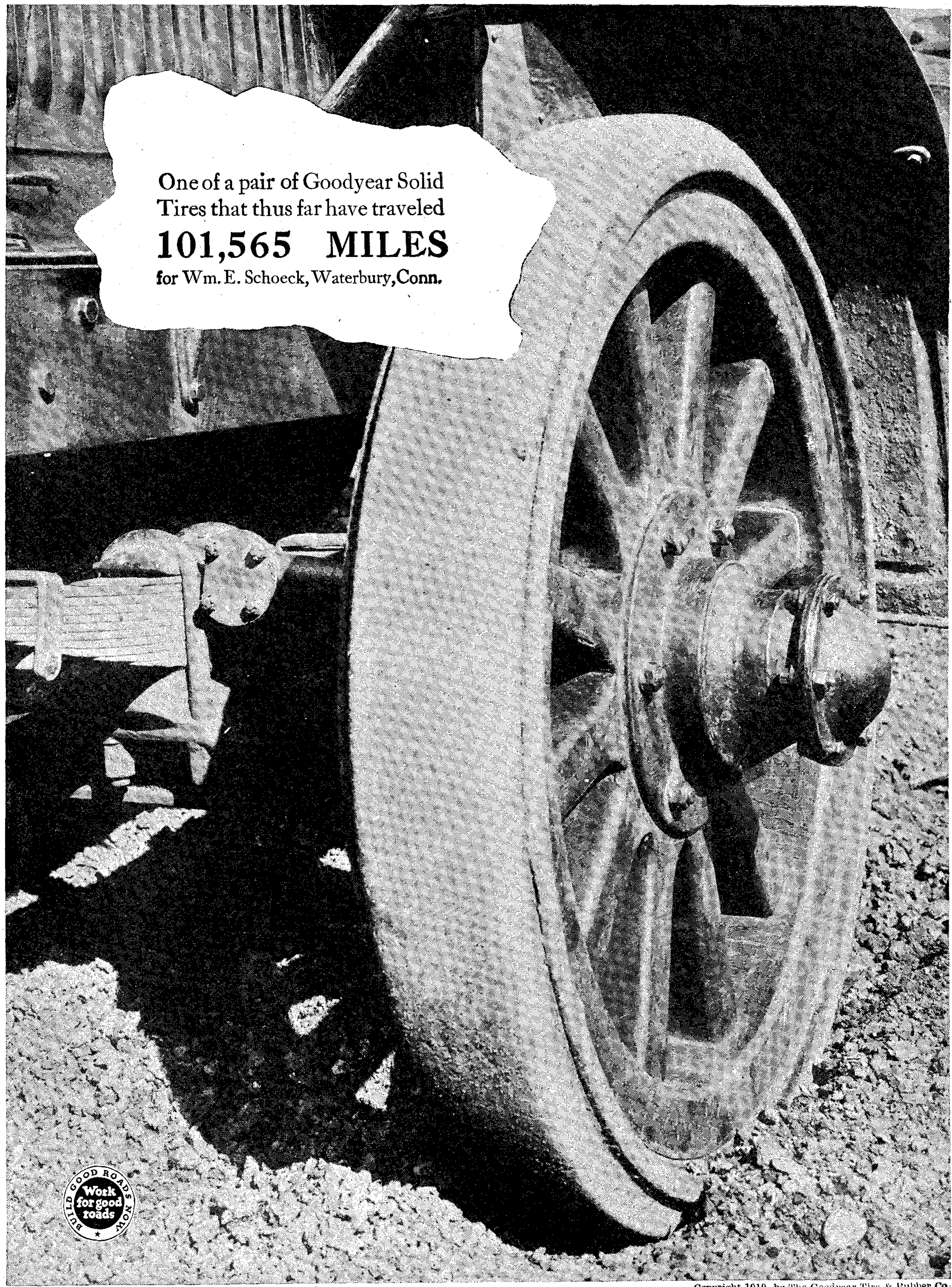
We find that our Duplex truck, loaded with one thousand four-inch tile—total weight seven thousand pounds—makes seven miles to a gallon of gasoline on ordinary roads. We have had our truck in operation since July 4, 1918, and it has given very good satisfaction..

What we claim for the Duplex truck is that it will pull anything loose at both ends.

McPherson & Kahle
Manufacturers of Drain Tiles
Bloomdale, Ohio

NORTHERN OIL CO.
OF MICHIGAN

DUPLEX TRUCKS
Cost Less Per Ton-mile



One of a pair of Goodyear Solid
Tires that thus far have traveled
101,565 MILES
for Wm. E. Schoeck, Waterbury, Conn.

Un-retouched photograph showing the condition of one of a pair of Goodyear Solid Tires which have delivered 101,565 miles and are being held for further use by William E. Schoeck, Hauling Contractor, Waterbury, Conn.

Copyright 1919, by The Goodyear Tire & Rubber Co.

GOODYEAR
AKRON

2,000 Tires Average 21,571 Miles Each

THE service-records of 2,000 Goodyear Solid Tires, received from 44 states and the District of Columbia, decisively evidence the uniform ability of these tires to deliver exceptional mileage.

A final general average, much higher than that noted above, is plainly indicated since 1,196 or more than half of these tires are still running.

A group of 629 has traveled from 15,000 to 20,000 miles; 605 have delivered 20,000 to 60,000 miles, and 39 have gone 60,000 to 105,152 miles, breaking Goodyear's recent world mark of 100,123.

Every firm and individual represented receives the attention of a local Goodyear Truck Tire Service Station excepting one company that maintains shops for its fleet, in which the Goodyear methods of tire care have been adopted.

Consequently the entire countrywide report declares the quality of Goodyear Solid Tires and the value of Goodyear Service in a way that renders any explanation, on our part, largely unnecessary.

72 Average 61,871 Miles Each—71 Still in Service

Joseph Bardot, Creve Coeur, Mo. . . .	8 tires,	50,000 miles each
Bee Kelley, Franklin, Indiana	4 tires,	60,000 miles each
Bevis & Call, Miami, Ohio	4 tires,	56,030 miles each
Cowperthwait & Sons, New York City . .	4 tires,	53,846 miles each
The Fifth Avenue Coach Co., New York City,	1 tire,	105,152 miles
The Fifth Avenue Coach Co., New York City,	1 tire,	*100,123 miles
The Fifth Avenue Coach Co., New York City,	1 tire,	102,000 miles
The Fifth Avenue Coach Co., New York City,	5 tires,	75,000 miles each
The Fifth Avenue Coach Co., New York City,	7 tires,	65,000 miles each
The Fifth Avenue Coach Co., New York City,	3 tires,	55,000 miles each
E. E. Hope, Auxvasse, Mo.	2 tires,	60,000 miles each
Iowa Oil Company, Manchester, Ia. . .	4 tires,	50,000 miles each
Andrew Judson, Hebron, Ill.	4 tires,	55,000 miles each
William E. Schoeck, Waterbury, Conn. .	2 tires,	101,565 miles each
William E. Schoeck, Waterbury, Conn. .	4 tires,	64,465 miles each
Schutz & Eckert, Perth Amboy, N. J. .	2 tires,	60,000 miles each
D. J. Toomey, Spearfish, S. D. . . .	4 tires,	70,000 miles each
Wells Transfer Co., Grand Rapids, Mich.	6 tires,	62,000 miles each
John Wood Mfg. Co., Brooklyn, N. Y. .	6 tires,	50,000 miles each

*Out of Service.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

TRUCK TIRES

Adjusto-Lite
A FARBERWARE PRODUCT
TRADE MARK

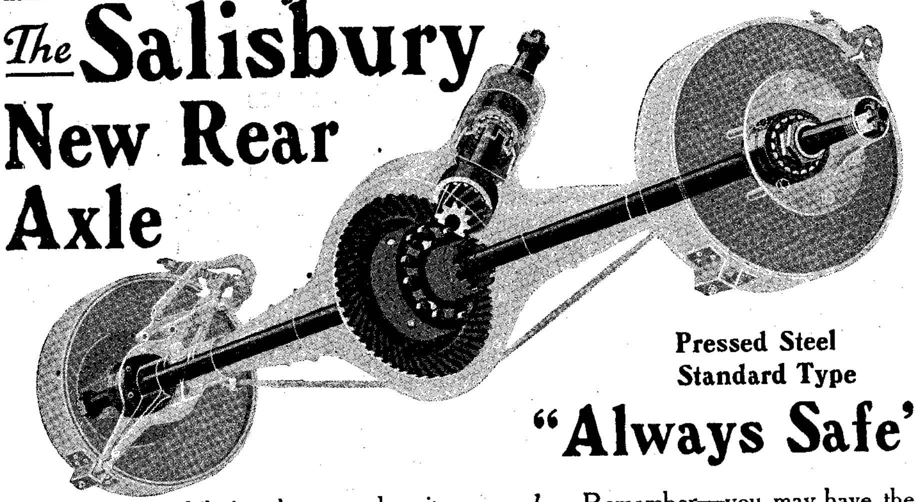
Light Where You Need It

THAT'S what you get with Adjusto-Lite. *It clamps everywhere, instantly*—to table-edge—bed-post—sewing-machine—dresser—shaving-mirror—shelf. Throws a clear strong pleasant light *anywhere.* The firm-gripping clamp is felt-faced—can't scratch. Compact, weighs little, easily carried about. Can't get out of order. Guaranteed 5 years. Complete with 8 ft. silk cord and attachment plug. Prices in United States: solid brass, $5; nickel plate or bronze, $5.35. At the best stores. Or write us direct.

S. W. FARBER, 141-151 So. Fifth St., Brooklyn, N. Y.
Patent in U. S. A. and Canada

It Clamps Everywhere

The Salisbury New Rear Axle



Pressed Steel Standard Type

"Always Safe"

AN automobile is only as good as its *rear axle.* Remember—you may have the best engine in the world in your car but that does not and cannot make it a *good motor car* unless the *rear axle* is mechanically correct and physically perfect.

The *rear axle* of a carriage or wagon carries the weight of the vehicle on the spindle.

The *rear axle* of an automobile carries the weight of the vehicle on its *housing*—the pressed steel case which encloses the differential gear, driving shaft and all bearings—and includes the wheel hubs, brakes and brake mechanism complete ready for use.

The Salisbury New Pressed Steel Rear Axle is produced in our two big plants after 15 years' successful building of front and rear automobile axles, complete with hubs and brakes. It combines the great strength and durability of our own special formulae. steel with simplicity of construction.

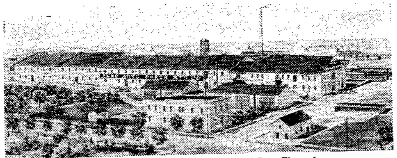
Made in three standard sizes for cars weighing 1700 to 4000 pounds.

The automobile manufacturer who specifies our axles adds a strong selling point to the prospective purchaser.

SALISBURY AXLE COMPANY
Established 1902

Jamestown, New York, U. S. A.

PERU AXLE COMPANY
Established 1909



Peru, Indiana, U. S. A.

two thousand dollars, and he withheld information until he got it. Unhappily for him, an intelligent, but somewhat impatient, police department now took a hand. He got his dollars, and told his story. That story showed that he was a participant in crime. He was arrested, searched, and the filthy lucre found. Where had he obtained it? Was it his property? No. It was given him for his evidence. Very irregular. Thoroughly frightened, the boy told all he knew, and was glad to escape. The result was eminently satisfactory. Herr von Kleist and some half-dozen other malefactors were sentenced to various terms of imprisonment, and the famous Wolf von Igel exposed. Months later the net of the Department of Justice dropt over the gentleman's head, and the papers then found may be said to have had more than anything else to do with the attitude taken by the United States in regard to German activities within the borders of the Great Republic. These papers killed forever any chance of America remaining neutral, and had a distinct and definite effect in the final breach of diplomatic negotiations.

The most important man in the group of bomb-makers was Dr. Walter Scheele, a noted German chemist. He had lived in the United States for twenty years prior to the outbreak of the war, being a commissioned officer in the German Army, on active service in America. When the war broke out he received instructions from his superiors in Germany to devote himself to devising ways and means for the destruction of British ships, and the incendiary bombs were the result. The story of his career, following the discovery of the bomb-plot, furnishes a good illustration of the workings of Prussianism, and especially of that colossal stupidity which so often was a prominent feature of Prussian undertakings. We read:

> Dr. Scheele's incendiary powder, composed of permanganate of potash and a sodium, an igniter of sulfuric acid, developed an extraordinary volume of heat-calories and left no trace after it had done its work of conflagration. Ship after ship caught fire mysteriously. The doctor did good work for his beloved Fatherland. And how did that land reward him? When Bernstorff got his papers, the faithful doctor was considered a dangerous person to include in the ambassadorial party. Also to leave him behind was considered unwise. He was ordered to Cuba. Arrived there he reported to a certain Cuban gentleman—and found himself a virtual prisoner. Two years passed. The good doctor devoted himself to gardening and to his laboratory. More remarkable chemical formulas were developed, until one fine day word came to his gentle jailer that the British knew where to find the clever chemist. He got alarmed, and presently panic-stricken, when he learned that the long arm of the Bureau of Investigation of the Department of Justice was stretching out to the land of cigars. He bundled off his prisoner to a friend. Alas! the best of secrets is hard to keep and a leak again revealed the situation. The friend refused to entertain the unhappy chemist. Disowned by his jailers, the doctor found himself free and proceeded to make his own traveling plans. It was at this moment, however, that an agent of the Department of Justice descended

upon him, and presently he found himself in Morro Castle, the unwholesome fortress at Havana, and under interrogation that grievously distrest his loyal soul. Below sea-level, with Cuban soldiers to whom a dollar spells wealth, the unhappy chemist had nobody to consult, except the restless rats of the dungeon. Forty-eight hours of this, plus a just resentment against his superior officers, who had so ruthlessly abandoned him, worked wonders. His loyalty oozed from his pores as the water trickled in through the stones of his cell.

As the sun rose on his third day of confinement Dr. Scheele announced his willingness to say a few things. His statement lasted for days.

Chemical formulas for poison-gas, high explosives, and other war-contrivances were revealed. At this time, too, the whole organization of various German societies, alliances, *Vereine*, etc., was made known. The German-American Alliance, with over 500,000 members and branches in every city, was shown to be an organization of immense power, and unlimited unscrupulousness. The heads of the branches were all listed. A complete skeleton general staff existed in America, together with frameworks for battalions, brigades, and divisions. There was, indeed, a perfectly concrete scheme for the seizure of important cities in America, the capture of hostages, and the demand for indemnities.

The large forts situated at the mouth of the Hudson were at one time entirely denuded of large and small-arm ammunition, which had been sent to the Mexican border. The various armories were lightly guarded by a caretaker in some cases, and in others by a sentinel who, upon the date when the *coup* was to be brought off, would have been a National Guardsman of German origin under orders of the German-American Alliance. There were also, so it has been stated, tho never completely proved, one million rifles in the country, the property of German citizens or of German-Americans.

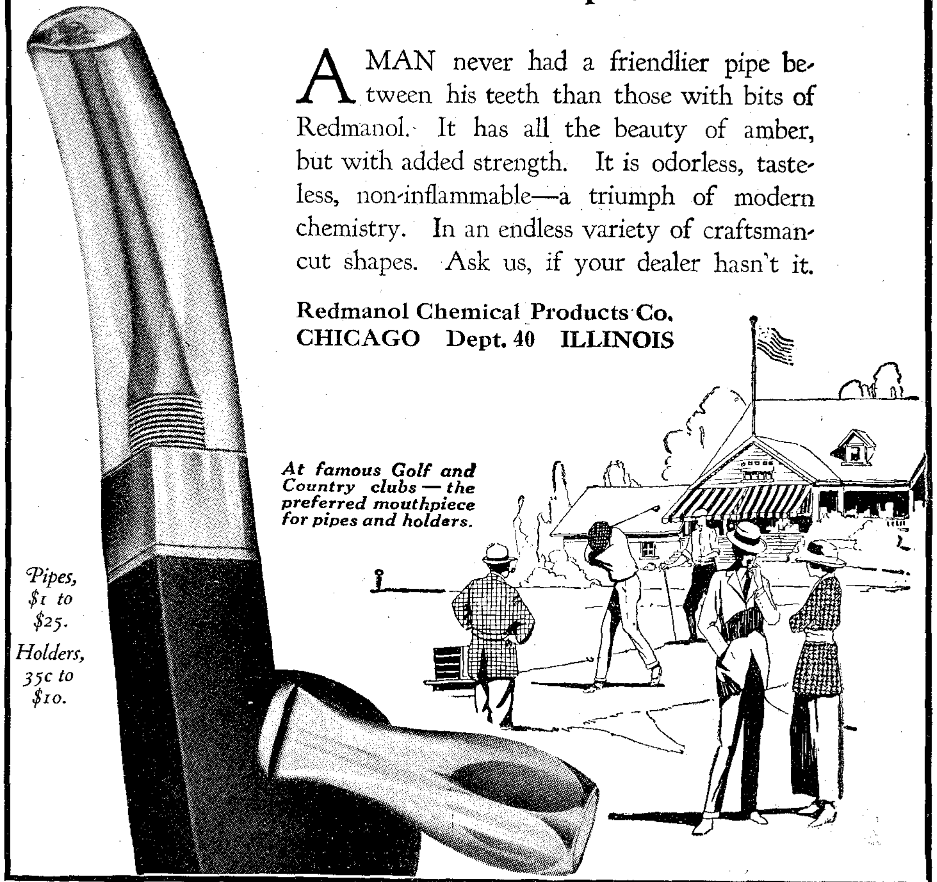
The invasion of Canada was a still more fully formed plan, but, thanks to the vigilance of the authorities and the too fluent tongue of certain Germans, the British made success impossible, and the high German officials called the whole thing off. So far as the plot against the United States was concerned, the various persons interested in the plan were so closely and constantly watched that the whole thing fell flat, and the suspects became so notorious that they were speedily so compromised in the eyes of the enemy that their services could no longer be used. Convictions were hard to obtain, but there were other means of making troublesome people innocuous.

When a man was suspected, the British would start an investigation. This would attract the attention of the United States Secret-Service men who would join their efforts to those of the Britons. Sometimes a man would be shadowed by two or three operatives at once, representing different branches of the investigation department. Most of the German agents had committed offenses either by illegal entry into the country, tampering with Uncle Sam's mail, or manufacturing false passports. This made them subject to prosecution under the laws of the United States, thus simplifying matters considerably. Apparently the Teutons were

REDMANOL
REG. U. S. PAT. OFF.
The Perfect Mouthpiece

A MAN never had a friendlier pipe between his teeth than those with bits of Redmanol. It has all the beauty of amber, but with added strength. It is odorless, tasteless, non-inflammable—a triumph of modern chemistry. In an endless variety of craftsman-cut shapes. Ask us, if your dealer hasn't it.

Redmanol Chemical Products Co.
CHICAGO Dept. 40 ILLINOIS


At famous Golf and Country clubs — the preferred mouthpiece for pipes and holders.
Pipes, $1 to $25.
Holders, 35c to $10.

Long Range Visibility For Your Comfort

Clearly readable across the room, the time of night glows from the strongly luminous markings of

GILBERT Night and Day
Radium Dial Clocks

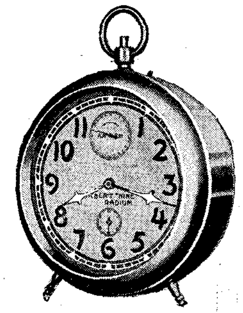
A great convenience in the bedroom, in the sick-room, in every room in the house.

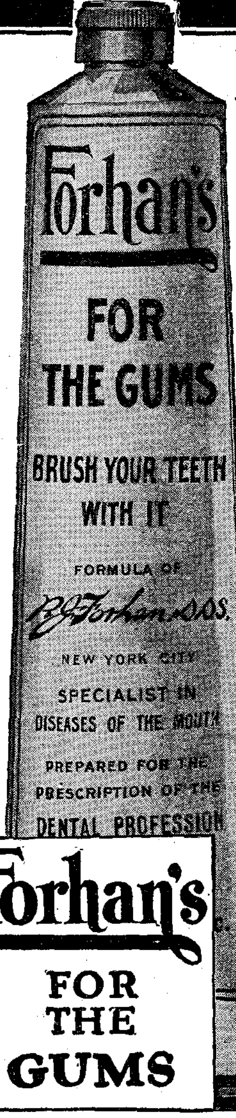
Long experimenting has proved the better and clearer visibility of these capable clocks. Only Radium Gilberts "make night time plain as day".

Accurate, decorative, practical. Choose from several fascinating models at your dealer's.

WILLIAM L. GILBERT CLOCK CO.
Dept. L. D.
Makers of good clocks since 1807 at
WINSTED, CONNECTICUT

Dealers: Supply these perfected Gilbert Radium Clocks in your locality. Send for attractive deal, now.


GILBERT NINE — RADIUM DIAL
Nine day clock with automatic alarm, 7 inches high



Gum tenderness — a serious tooth-menace

IT *is* true that four out of five people over forty suffer from gum-shrinkage, or Pyorrhea (Riggs' Disease). But many people even under thirty have Pyorrhea. Women, particularly after the baby comes, are peculiarly subject to Pyorrhea. At such times they cannot be too careful about their teeth.

Pyorrhea commences with tender gums, or with gum-bleeding, at tooth-brush time. Gradually the gums become spongy. They inflame and then shrink. The teeth become exposed to decay at the base and tiny openings in the gums become the breeding places of disease germs.

Beware of that first gum tenderness! Try Forhan's for the gums. It positively prevents Pyorrhea, if used in time and used consistently. No ordinary tooth paste will do this.

And Forhan's cleans teeth scientifically as well. Brush your teeth with it. It keeps the teeth white and clean.

If gum-shrinkage has already set in, start using Forhan's and consult a dentist immediately for special treatment.

35c and 60c tubes
All Druggists
In U. S. and Canada.

Forhan's
FOR THE GUMS

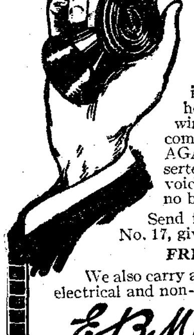
FORHAN CO.
200 6th Ave., N.Y.

Wing's IRIS

Write for catalogue describing our wonderful Irises. We have nearly five hundred varieties, as large a collection as there is in the world. They come in an infinite variety of colors, the most delicate blues and lavenders, snow white and cream, gorgeous yellows and crimsons, dusky browns and maroons, velvety violets and deep blues, copper, bronze and rose in beautiful combinations and graceful forms. All are hardy and inexpensive. Plant now for Spring blooms.

The Wing Seed Co., Box 1419, Mechanicsburg, O.
(The House of Quality and Moderate Prices.)

PARSIFAL. The story and analysis of Wagner's great opera, by H. R. HAWEIS. Small 12mo, cloth, 86 pages, 40c. (Hour-Glass Series.) Funk & Wagnalls Company, Pubs., New York.



DEAF PERSONS
after trying electric and other devices find that the
OTOPHONE
is one of the best aids to hearing. No cumbersome wires, no battery. A small, compact instrument held AGAINST the ear, NOT inserted. Reproduces natural voice tones very effectively; no buzzing.

Send for illustrated Booklet No. 17, giving full particulars of our
FREE TRIAL OFFER

We also carry a complete line of approved electrical and non-electrical instruments.

E. B. Meyrowitz
INCORPORATED
OPTICIAN
Manufacturers Surgical Instruments and Electrical Appliances. **520 FIFTH AVE., NEW YORK**

particularly unfortunate in connection with important papers and documents, which they were continually losing or having stolen. Thus:

Early in the war the world was given an insight into the von Papen papers. Soon there followed the revelation of the papers of Dr. Albert. The British, as always, were blamed. The British Secret Service was alleged to have stolen the Albert papers. The fact is that a clever person of the Secret Service of the United States accomplished the capture of these important documents (Mr. Frank Burke).

A little later the papers of Dr. Bertling were published in a New York paper (*The World*), and again the brazen British got the credit. The facts of this matter were these: The good doctor was getting nervous. The lovers of the Fatherland were being constantly investigated, and their papers were being removed or stolen. Dr. Bertling decided that his papers were safer in the apartment of a female friend than in his own rooms. A small fire took place in this lady's flat. Neighbors rushed in. Among them was a Frenchman, who caught sight of German script, and thought the papers looked interesting. He salved them, and the public read them.

The von Igel papers were made public property after a clever raid by United States agents, who descended upon the "Wolf," as he was called, and found the gentleman and his clerks just completing an elaborate classification of the various incriminating documents preparatory to flitting away. In heat bundles the documents were removed to Washington.

Then there was a fiery young Teuton named Maximilian von Högen. He lived at New Haven. He boasted to his friends that he was doing good work for the Fatherland. He was not believed, but the British felt that he might be guilty of a modicum of truth, and so watched him. He became aware of it and defied them. He was an American citizen, and therefore immune, he boasted. His mistake! The United States took a hand after the young man's letters had mysteriously fallen into the hands of the authorities. These tender epistles were not confined to phrases of affection. He worshiped at the shrine not only of Venus, but of Mars. When the draft law went into effect and Max was required to fill in his registration paper, he wrote across it "*Deutschland über Alles.*" This finished his career. A deputation waited upon him composed of patriotic Americans, who made him kiss the Stars and Stripes, and then gave him a hearty hiding. Max disappeared, but returned and hung the German flag on the local post-office. Then he went into the void. Uncle Sam is still desirous of locating him. He limps a little and he has a wall eye, so he should not be difficult to find. He is a traitor to the Great Country. He is a traitor to the land of his birth, and did much harm to the cause of the Fatherland.

Many of the troubles of the Germans grew out of the fact that they could not eradicate from their minds the idea that almost anybody, and especially Americans, could always be bought with money. A good illustration of this is furnished by the following story:

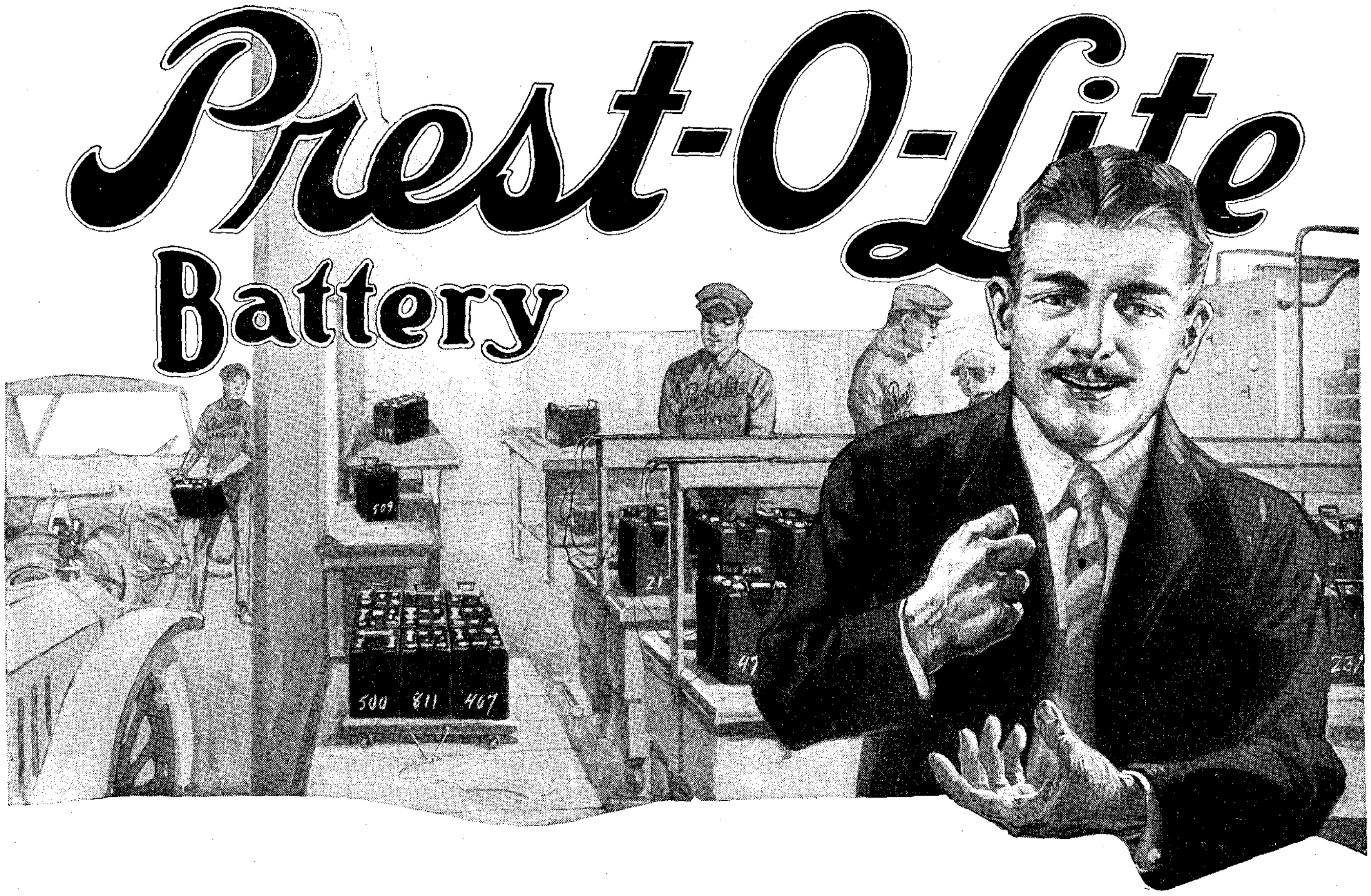
For some months a certain British officer lived in a humble apartment on the west side of New York, while underneath him was a certain German employed by the Hamburg-American Line. The steamers of this line being afraid to put to sea, lest the British Navy should capture them, the young Teuton found himself without a job. He, therefore, earned what he could by assisting the notorious Paul König, in whom Germany placed high confidence.

The British officer had a young soldier-servant, silent, slow, but exceedingly faithful. It gradually dawned upon the German that the English couple were interesting. He cross-examined the young soldier and, refusing to believe that he was merely a valet, insisted that he was in reality a secretary. He offered him money if he could produce letters or documents of value to the Fatherland. It was desired to know what orders for munitions were being placed, what troops were being sent from Canada, whether any soldiers were being recruited in the United States, and, most important of all—what was the personnel of the British Secret Service?

The young soldier, slow tho he appeared to be, led the slower German to believe all was well and that the dollar would talk. He was given an appointment to meet the famous Paul König. In an office of the Hamburg-American Line Building in lower Broadway, this servant of the Fatherland was found behind many locked doors. König worked at night. A flight of stairs led to bolted and chained doors. Inside a further series of doors had to be passed before the very private sanctum of Mr. König could be reached. Revolvers lay handy. An exit through the back was also available for a "quick get-away." Paul had stated that they could never get him. He was entirely mistaken. He knows it now and has known it for many months of reflection in the German camp at Oglethorpe.

König made the soldier-servant a present of twenty dollars as an encouragement. The lad was to give a list of British Intelligence officers in the United States. This was easy. At that time there was a certain number of slackers who to excuse their slackness were in the habit of stating mysteriously behind their hands to their friends that they were members of the Secret Service of Great Britain. Their names were listed. There was also a list extant of members of the German and Austrian Consulates and Embassies. A blend of these two lists somehow got into the hands of the Germans, and the consternation, apprehension, and mental distress may be imagined in Hun quarters when they found some of their own people listed as agents of the hated English. The slackers, too, must have had discomfort, for it is presumed that German agents became excessively anxious and undoubtedly followed them around.

The British officer had in his rooms a small safe which was supposed to contain papers of extreme interest. Could the soldier-servant obtain the combination? He thought he could. Nothing easier. The officer went off with his bag for the week-end to Washington. But he circled the block, paid off his taxi, and reentered the building from the back. The Germans obtained the combination and the trap was laid. Up-stairs, above the apartment, the officer had another suite of rooms, connected by telephone with the lower flat. The soldier-servant, who was to superintend the rifling of the safe, had only to slightly move the receiver on the phone down-stairs to register on the telephone in the upper apartment when the officer would come down in company with a witness and catch the malefactors in *flagrante delicto*. Incidentally the safe contained a mass of rubbish tied up with



"If There Were a Better Battery I'd Have It—

"and I'd want every one of my customers to have one. Standing between them and all battery worry is what I'm here for.

"Our Service Men are efficiently trained to inspect for symptoms of wear, add distilled water and take hydrometer tests. You see, Prest-O-Lite is the oldest service to motorists in America.

Here are 10 Good Reasons for Prest-O-Lite Supremacy:—

"First off, the Plates—a new process adds strength and life to the battery. An extremely porous surface insures a larger volume of current with less internal heat and no injurious chemical action.

"Then the Separators—so porous you're bound to get maximum circulation and no internal short circuits.

"Third—Look at the high bridges for plate support. They give plenty of room for sediment and reinforce the hard rubber jars.

"Next look at these rugged Plate Connectors. They insure maximum electrical conductivity and great strength.

"Fifth and mighty important, the Hard Rubber Jars and Covers undergo a test of 20,000 volts. Reinforced to stand the big strains.

"Here's an exclusive feature—Patented Post Construction—eliminates acid creepage and slopping, the chief causes of corrosion.

"Advantage No. 7 is a sealing compound which won't crack in cold weather or soften in summer, and eighth is ease in inspecting and filling.

"Highest terminal voltage in discharge is an important factor. Terminals and Cell Connectors are sufficiently large to carry the highest rates.

"And to hold the 'works' together there's a selected hardwood box built for roughest service."

No Wonder It's the Fastest Growing Battery Business in the World

505

Prest-O-Lite Battery
Prest-O-Lite
Battery
"a size for every car"
SERVICE STATION
Number 2638 Brown & Son
Oyster Bay

The Prest-O-Lite Company, Inc., 30 East 42nd Street, New York
In Canada: Prest-O-Lite Co. of Canada, Limited, Toronto

The Oldest Service to Automobile Owners in America

Look for the name Prest-O-Lite on Service Station Signs Everywhere

string and a label bearing the magic word "Stung"!

Unhappily the Germans got cold feet and did not proceed to the limit of the enterprise. However, fate had other traps in store for them. When Bernstorff got his marching orders, the young German below came to the conclusion that things were getting warm. He decided to pack up some of his more compromising papers. To this end he ordered a large packing-case. In due course, he packed his effects, warned the housemaid and soldier-servant to say no word to any one, and, after tipping them, he had the case removed to a storage warehouse. It is sad to relate that tips can not always purchase loyalty, nor transfer that quality. The British officer was presently aware of the proceedings and an inquisitive representative of the United States service spent a leisurely day or two examining the contents of the packing-case, and the young German soon after this took up his abode in one of those salubrious health resorts in the South provided by Uncle Sam for those who conspire to disturb the serenity of the Republic.

THE ORIENTAL COLONY IN VENEZUELA IS A VEST-POCKET EDITION OF THE NEAR EAST

FEW people associate the idea of Arabs, Moors, or Turks with the picturesque cities of the Spanish main, yet there is a flourishing colony of these Orientals in Venezuela, hailing from northern Africa and Asia Minor. They maintain among their foreign surroundings all the customs of their brethren in the Old World except that of plural marriage, on which institution the Venezuelan Government has put its foot. "It is a strange thing to walk along one of the main business streets, say, of Caracas, essentially Spanish in every respect," says a writer in the New York *Times*, "and suddenly see alongside Spanish names of merchants strange Oriental inscriptions, such as Abu Amad, Ben Sid, Chalala, Benatar. One might easily imagine one's self in the bazaars of Tangier or Damascus." They are an interesting lot, these "Turcos," as the Venezuelans call them, irrespective of whether they came from Turkish territory or not. They will not work under a "boss," and so all of them are in business for themselves, mostly as pedlers or small shopkeepers; and all of them make money hand over fist. Not only do they take in the coin but they also save it, and it is no uncommon thing for a humble pedler to come into a bank, plank down $20,000 in gold and ask for a receipt and a check-book. They don't like banks and therefore keep their money at home until the amount becomes so large that they fear for its safety. And they will, under no circumstances, "mix" with the native population. As we read:

> These Arabs and Moors and Turks live a life entirely apart from the Venezuelan community. Whereas, if a Venezuelan has half a million dollars, he is known all over the country and pointed out as one of the leading men in the community, a "Turco" in Caracas, the Venezuelan capital, may have that amount, or nearly as much, and live so entirely to himself that scarcely anybody in the city can even tell you where he dwells. There are "Turcos" with big accounts in the leading banks of Caracas who are still living in the wretched hovels they occupied when they first reached Venezuela, with ten or fifteen of their race packed into the same house, several in a room. And when they return to northern Africa or Asia Minor they often go back as they came, in the steerage, crowded in with hundreds of other passengers, tho the purser of the steamer may have locked up for safe-keeping thousands of their dollars which they have earned by years of hard work in Venezuela.
>
> The "Turcos" never accept a job. They want to be their own bosses first, last, and all the time. They begin by going to some old-established firm in Venezuela, asking a credit of five to ten dollars, and taking out a basket of trinkets and dry goods to sell from house to house in the capital or some of the lesser cities and towns. They start out shortly after dawn and work until dark. Their cry of "*Compre, merchante*" (Buy, customer"), in a strange, Oriental singsong, is well known all over Venezuela.
>
> Gradually, as they prosper—and they almost invariably do—they get more credit from the big firms and eventually open a little shop, a mere "hole-in-the-wall," where there is scarcely room for a person to turn around. They put in a stock of dry goods, trinkets, novelties, and the like, or perhaps the lighter kind of hardware. Then they get rich. Their money multiplies in ways that strike the Venezuelans, who are inclined to take life easy, as miraculous.
>
> The quitting whistle means nothing to a "Turco." He will start a little rat-hole of a shop near the market place in Caracas, for instance, and open up at dawn in order to catch the sellers of vegetables and fruits, who come into the market from the villages round about, and the sellers of fish who cross the mountains from the seacoast in the small hours and reach Caracas at sunrise. He will remain open long after the shops of the Venezuelans are closed and their proprietors thinking of theaters and dinner-parties. Recently the police of Caracas made the "Turcos" close their shops on the national holiday, July 5. Relying on the lax enforcement of the law, many of the Orientals had decided to steal a march on their native competitors by staying open throughout that day.

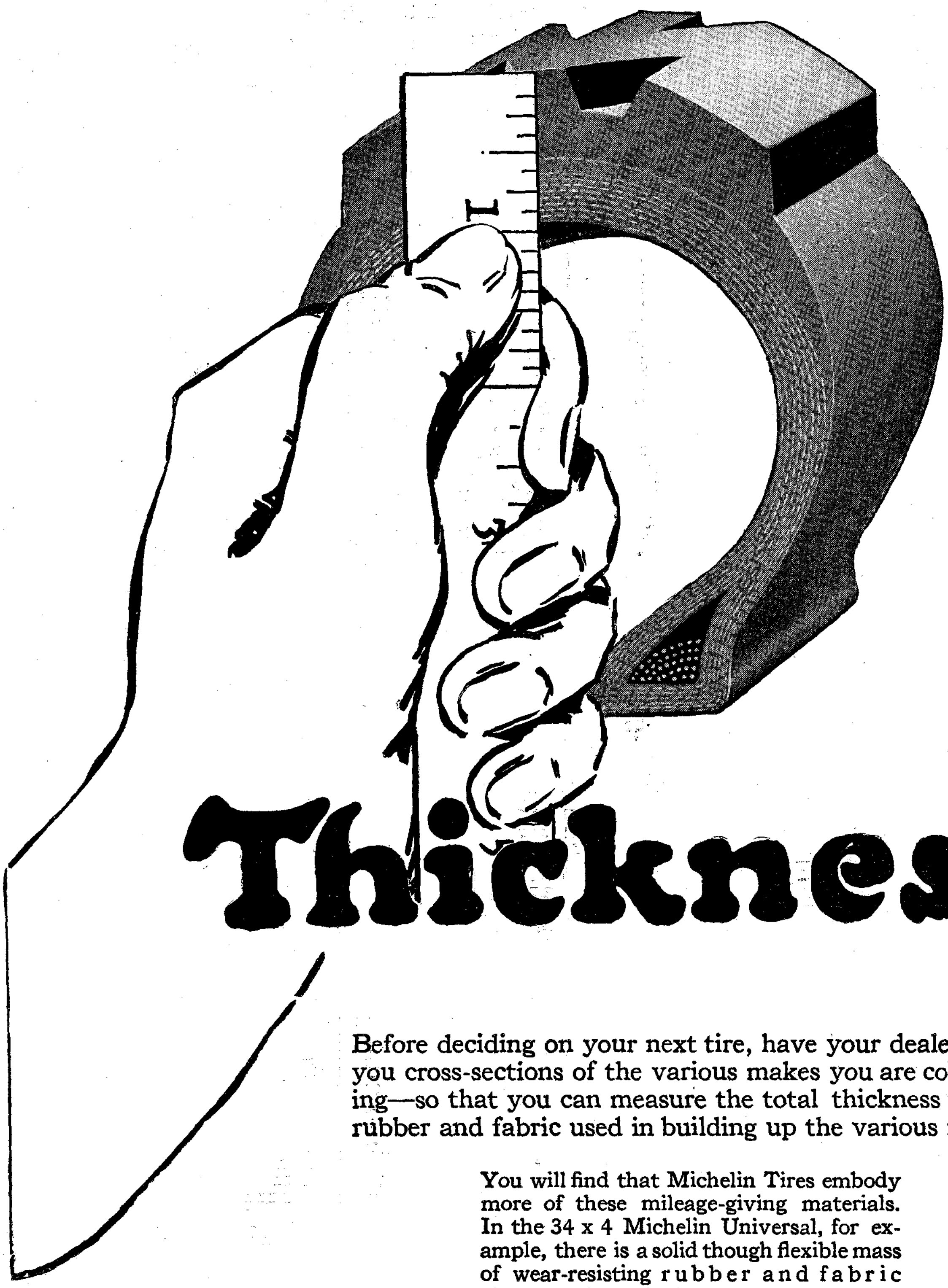
As a general rule, when a "Turco" has accumulated a sufficient amount of money, he will close up shop, pack up his belongings, and return to his native land, where the means acquired in the western world enable him to live in "grand style," according to the standards prevailing in the home town. Once in a while, however, one of the little shopkeepers will decide to remain in South America and "branch out." As a result some of the most important shops in Venezuela are owned by "Turcos." Further:

> The "Turcos" who run these big shops naturally need employees to help them, but the employees are never "Turcos," for, as I said, these people insist on being their own bosses. So the strange anomaly is presented of these keen competitors of the Venezuelan merchants being served by Venezeulan employees. Customers entering several of the principal dry-goods shops of Caracas will find behind the counter a young Venezuelan clerk, who will obligingly hand down goods from the shelves, while, tucked away in a dark cubby-hole, barely visible from the front of the shop, is a swarthy "Turco" proprietor bent over his ledgers, trying to figure out how soon he can return to Mount Lebanon and cut a swath among the home-folk.

"Turcos" are born traders and shun other forms of business. Their idea of a line of endeavor worth-while is one where they have to take no chances; hence they never speculate, not even so much as to extend credit to their customers, practically all their transactions being conducted on a cash basis. And they refuse to change their Oriental ways, it seems:

> When they close their shops they hurry to the quarters where they live—in Caracas they are packed together in one of the worst sections of the city—and take up a mode of living which is not a bit different from that of their kin along the eastern shore of the Mediterranean. At sunset the Mohammedans among them prostrate themselves toward Mekka and recite the prayers enjoined upon them by the prophet. Old Moors, Oriental to the finger-tips, in spite of their Occidental garb, sit at the doors of Spanish-American hovels and chatter in Arabic, quite as if they were in Fez or Algiers. Now and then a feud, started at home before they emigrated, bursts out in the Arabic purlieus of some Venezuelan city, and then newspaper readers running over the police news see a wonderful collection of names, Abu this and Mohammed that, all run in for disturbing the peace. Once one of these feuds took on the proportions of a regular Tong war of New York's Chinatown, and resulted in half a dozen murders before the passions aroused in northern Africa could be calmed down in Venezuela.
>
> There have been some amusing incidents connected with the rise of the "Turcos" in Venezuela. For one thing, they throw dignity to the winds and, there, too, they get under the skins of the Venezuelans, who, like everybody of the Spanish race, are nothing if not dignified. While the native merchant, however humble, will stay inside his shop and wait upon his customers with grave courtesy, the "Turco," as like as not, will stand at the door and urge passers-by with an engaging smile to enter and look over his wares.
>
> A certain "Turco" who had arrived in Venezeula with one of his wives from the old country, prospered to such an extent that he decided to send back home for Wife No. 2. She arrived at the seaport of Caracas, but the Venezuelan authorities, shocked at this outlandish proceeding, ordered her deported. Nothing daunted, the "Turco," continuing to prosper, tried it again. Soon Wife No. 3 made her appearance at the seaport. But the authorities were adamant. So the man is still in Caracas making money but reduced to one wife instead of the four allowed him by the Koran, while the three extra wives are somewhere in the Near East wondering whether the cruel Westerners will ever relent and allow their lord and master to set up an Oriental harem in Venezuela.
>
> The strange names of these people puzzle the Venezuelans greatly. When they first arrive and go to the native merchants asking for credit in order to peddle wares, the natives often throw up their hands in despair and simplify matters by arbitrarily handing out names easier to pronounce. For instance, if Abu Mohammed Benatuil

MICHELIN



Thickness

Before deciding on your next tire, have your dealer show you cross-sections of the various makes you are considering—so that you can measure the total thickness of the rubber and fabric used in building up the various makes.

You will find that Michelin Tires embody more of these mileage-giving materials. In the 34 x 4 Michelin Universal, for example, there is a solid though flexible mass of wear-resisting rubber and fabric almost an inch thick.

And every bit of the materials used is of the highest quality. Yet Michelins are moderate in price.

MICHELIN TIRE CO., Milltown, N. J.

Michelin Tire Co. of Canada, Ltd., 782 Catherine St., W. Montreal
Dealers in all parts of the world

wants to load up a pedler's basket, and cheerfully announces his name, he is told curtly: "Forget it! Your name is Bill!" And Bill he is as long as that firm supplies him with wares.

One of the most interesting "Turco" families trading in Venezuela consists of six brothers. Of these, two have returned home rich, two are running one of the principal shops and amassing a fortune, and two, brought to Venezuela by their rich brothers, are peddling in the streets—for these people insist that every one must serve exactly the same apprenticeship. They never think for a minute of admitting any one to partnership just because he is a brother.

Recently a few "Turcos" have shown signs of branching out from the dry-goods and hardware business—an additional cause for alarm among the native Venezuelans. One, Abu Amad, has become interested in the famous pearl-fisheries of the Island of Margarita, and bids fair to become one of the richest men in the country before long.

Also he has cut loose from precedent by becoming engaged to a young Venezuelan lady—whence more head-shaking among the conservative natives. Really, there is no telling where these Arabs of the Caribbean will stop!

A ST. CLAIR COUNTY MISSOURIAN STRAIGHTENS THE KINKS IN THE BOND STORY

SOME time ago an article entitled "One Reason Why the Missourian Has To Be Shown," appeared in these columns in which *Straus Investors' Magazine* was quoted to the effect that St. Clair County, Missouri, for many years had been under a cloud owing to its repudiation of certain bonds issued for the construction of a railroad that never was built. Mr. William T. Johnson took exception to some of the statements in this article on the ground that they were incorrect and placed St. Clair County and its people in an undeservedly bad light. Briefly, the story in *The Investors' Magazine* set out that shortly after the Civil War one Peter La Due came to Missouri, claiming to represent New York capital. He organized a railroad company, and proposed to build a line running through a number of counties in southwest Missouri, among them St. Clair. In order to help the enterprise along, each county voted a subsidy of $250,000, raised by the issuance of two hundred and fifty one-thousand-dollar bonds. La Due was supposed to have received these bonds and vanished, but the railroad never materialized beyond the construction of some eight miles of grading. The bonds, containing no clause protecting the county in case of the non-construction of the road, were disposed of by La Due to innocent purchasers and hence the taxpayers of St. Clair County found themselves under the necessity of paying off an obligation from which they had obtained no benefit. This they refused to do, and the courts came to their assistance by refusing to levy taxes for the purpose of paying these bonds. As a result, the judges were held in contempt of court and spent much time in jail. Finally, after the thing had hung fire for fifty years, the county voted to settle the case upon the payment of something over half a million dollars, which represented only about an eighth of the amount due with accrued interest. The article further stated that owing to this bond controversy, progress in St. Clair County had been at a standstill for half a century. After calling attention to the statements in the article which he says are erroneous, Mr. Johnson furnishes the following account of St. Clair County's unfortunate bond experience:

> The real truth of the matter is well known in Missouri and much of it is found in public records. It is this. By an act of the legislature of Missouri of January 16, 1860, the Tebo & Neosho Railroad Company was incorporated. Peter La Due was not then a resident of the State, and had nothing to do with the organization or its name. Under its legislative charter the company could locate and build branches, and the county courts of the counties through which the main line or any of the branches should be located could subscribe for the capital stock of the company, and issue the bonds of their respective counties in payment therefor. The vote of the people was not required. In 1870 the main line of the railroad, having been located from Sedalia, Mo., to Fort Scott, Kan., passing through Clinton in Henry County, the company declared and established what were called the Clinton and Memphis branch and the Clinton and Kansas City branch, the ultimate intent being to consolidate the two and make a continuous line of road from Kanass City, Mo., to Memphis, Tenn. To the Clinton and Memphis branch the county court of St. Clair County, Mo., subscribed $250,000 of the stock, and issued the bonds of the county for that amount. These bonds were dated July 1, 1870. The original order provided for the delivery of the bonds when the road was completed, but subsequently a new order was made for the delivery, when the contract for grading had been let. Peter La Due was a director in one of the branches and active in procuring subscriptions to the stock, but he never pretended to represent "a large amount of New York capital." What he did claim was, that the subscriptions of stock by the counties along the line would pay for the right of way and the grading of the railroad, and that then the company could mortgage the line and procure enough money to finish it.
>
> The bonds of St. Clair County were sold through a broker (A. H. Nicolay) in New York at about 82½ cents on the dollar. Nicolay distributed them as brokers do. The road-bed of the Clinton and Memphis branch was graded from Clinton to Osceola, and that of the other branch from Kansas City to Harrisonville in Cass County, Mo., except that a tunnel near Kansas City was only partially finished. The two branches were consolidated under the name of Kansas City, Memphis & Mobile Railroad Company. This went into bankruptcy, and the unfinished road-beds were sold, and, after passing through several ownerships, were used in completing the line of the St. Louis & San Francisco Railroad from Springfield, Mo., to Kansas City.
>
> When the railroad company failed to build the railroad as expected, the county court of St. Clair County refused to levy taxes to pay the interest on the bonds, or to recognize them as legal obligations. Judgments were rendered in the Federal Courts, writs of mandamus were issued and disregarded, and judges imprisoned for contempt of court. No judge has ever been imprisoned since the year 1903. No judge was ever "driven from the community," because during the long contest of over forty years, the people were practically unanimous in the support of the course pursued by the county courts in this matter.
>
> No citizen or resident of the county ever bought any of the defaulted bonds. The county court bought in nineteen of the bonds, some as low as $200 for a $1,000 bond, interest coupons included, and paid for them out of funds belonging to the county.

Then, by way of showing that St. Clair County has kept fully abreast of the times in the matter of progress in its section of the country, Mr. Johnson furnishes the following information:

> In 1870, when the bonds were issued, St. Clair County had only 6,742 people. It had been devastated by the Civil War, and was just recovering from the effects of that contest. The roads were bad, and there were few bridges across the numerous streams, and a limited number of schoolhouses.
>
> The people of St. Clair County have been more progressive and industrious than the average of those throughout the country. Notwithstanding their difficulties about the railroad bonds, they have made progress in every way during the forty years of contest. Ninety-nine buildings for common schools, and six for high schools have been erected since the bonds were repudiated. A new court-house will soon be finished. It would have been finished two years ago but for an order of the Federal Court made in the bond cases. Many good roads have been constructed and the work is still going on, and all school-houses have been kept in good repair. The court-house, which the new one is replacing, was hastily and badly constructed in 1868 (in place of one burned by the United States Troops in 1861), and was never considered a good building. The one now being finished, most of the work on which was done while the bond contest was on, is fire-proof and a first-class building. In 1873, when the bonds were repudiated, there were only eighteen school-houses in the county and one bridge. Since then, five steel bridges over rivers have been built, one of which is the largest single-span steel bridge in the United States. And three suspension bridges over rivers and thirty steel bridges over creeks have been constructed. No session of the county court was ever "held in the woods" or "in a cave," and there are no mountains in the county. Money has been freely loaned on lands in the county during the whole period, by the agents of both resident and non-resident companies, including those of Eastern companies.
>
> There were two banks in the county in 1873, and there are now thirteen. The Osceola High School ranks as the best teachers' training school in southwest Missouri. St. Clair County took the premium for the best corn at the San Francisco Exposition. During the war with Germany its people subscribed to the various funds and to the Liberty Bonds more than $1,500,000.

Mr. Johnson's account of these difficulties and misapprehensions was submitted to the county clerk of St. Clair County for verification. The county clerk replied that so far as he was able to discover, Mr. Johnson's record was a reliable correction of previous errors.

HUDSON
SUPER
SIX

The Way to Get Delivery Of a Hudson Super-Six

The Automobile Which Men Said Would Have No Rival, Still Outsells All Other Fine Cars

First announcements of the new Hudson Super-Six promised prompt deliveries.

We had arranged a larger production but had underestimated the force of Hudson prestige.

In the interim between writing the announcements and their publication, some four or five weeks, dealers booked orders faster than we could produce cars.

Repetition of Each Previous Year

The Super-Six, from the first, has outsold all other fine cars. The present situation is but a repetition of what has happened each of the past four years.

Up to the time the present model was offered, 60,000 Super-Sixes were in service. We are building 20,000 this year—one-third as many as had been delivered in the previous years.

Why This Demand For Hudsons

The answer is found in any locality in any group of motorists.

The reliability and endurance Hudsons have proved in every test and to every owner is a matter of official record and common talk. Read the records for speed, acceleration and hill climbing for the past four years. You will find the part the Super-Six played excels that of any other stock car or special car or stock materials and design.

Or observe Hudson performance on any city street or country highway. Super-Sixes are everywhere. They belong to people who demand the most of their cars. They are the favorite of the hard, fast drivers and of those who demand comfort and reliability.

There are more Hudson closed and chauffeur driven cars than of any other fine grade. They are the choice of those who want elegance and distinction.

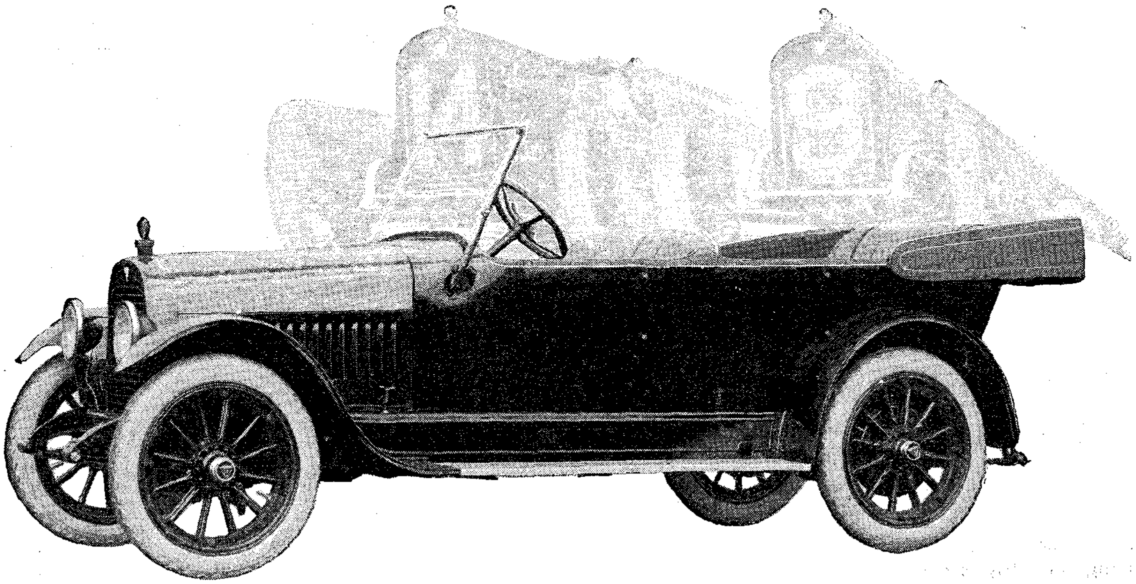
The service of those 60,000 earlier Super-Sixes accounts for today's demand.

How to Get a Hudson Super-Six

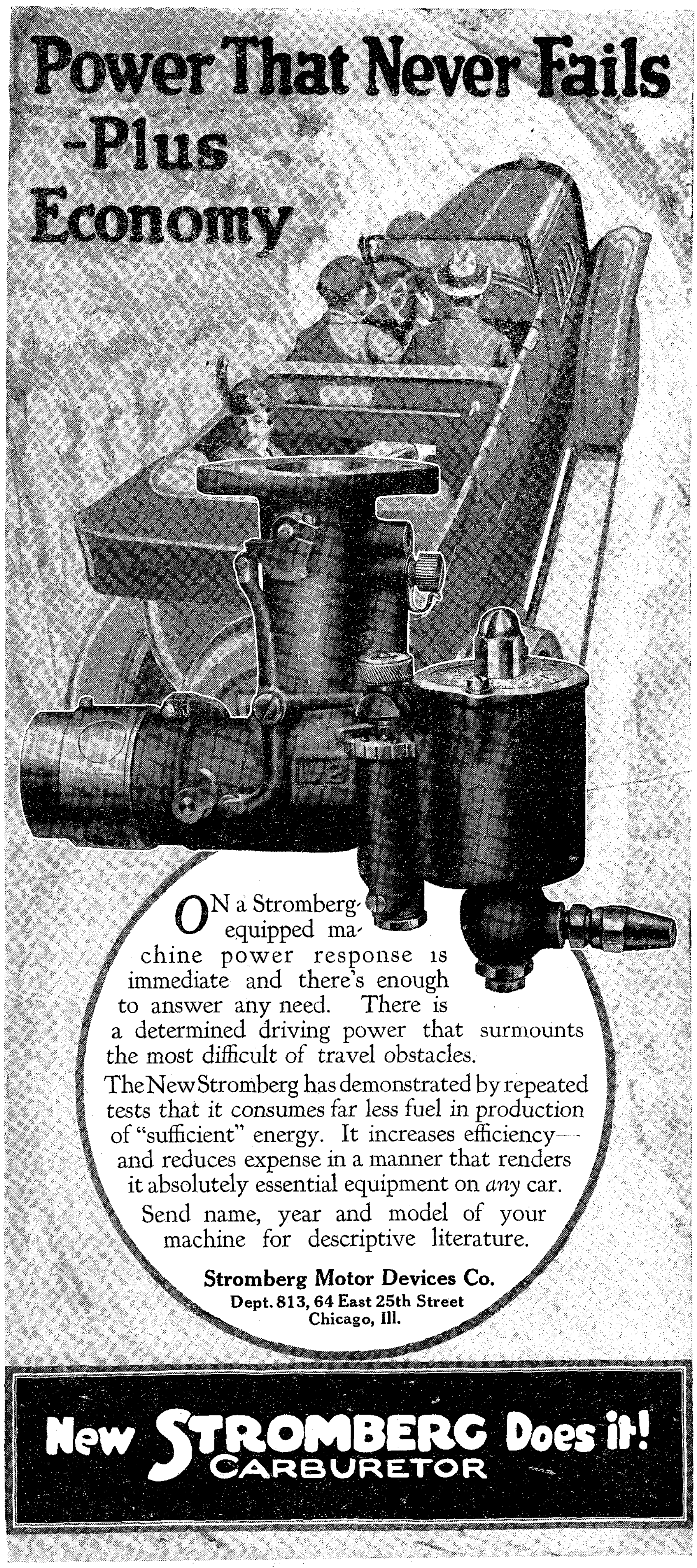
Place your order now. Don't delay even if you can't obtain immediate delivery of the model you want.

There is a great demand for all good cars. There never was such a shortage. Eagerness for prompt delivery has caused many to accept makes that were not even second choice to Hudson. Avoid the possibility of disappointment by ordering your Hudson now. Accept the earliest delivery you can obtain. Remember that the car you buy must serve you a long time and that a slight inconvenience in delivery now will be offset by the satisfaction your Hudson will give.

Hudson Motor Car Company, Detroit



(1084)



ON a Stromberg-equipped machine power response is immediate and there's enough to answer any need. There is a determined driving power that surmounts the most difficult of travel obstacles.

The New Stromberg has demonstrated by repeated tests that it consumes far less fuel in production of "sufficient" energy. It increases efficiency—and reduces expense in a manner that renders it absolutely essential equipment on *any* car.

Send name, year and model of your machine for descriptive literature.

Stromberg Motor Devices Co.
Dept. 813, 64 East 25th Street
Chicago, Ill.

EXPERIENCE BY PROXY

TWO things are gained by experience—knowledge and skill. The skill can be acquired only by actually doing, but the knowledge can be gained also from others. In one direction only one's own experience is of value; in the other, one may profit by that of past generations, if he goes about it in the right way. This is what an editorial writer in *Engineering and Contracting* (Chicago, July 9) has in mind when he prints an article on "The Art of Quickly Acquiring Experience." Lack of sufficient experience, he says, prevents young men from securing positions of great responsibility. Most of them resign themselves to this condition, placidly waiting for time to remove the handicap. Yet this attitude toward experience is not wise, as may be seen by analyzing the reasons why experience is valuable to its possessor. He goes on:

"Experience may be defined as knowledge and skill acquired by observation and practise. While skill is always personal, knowledge may be imparted to others. Hence there is but one kind of experience that can not be acquired by reading, namely, the skill that results from practise. Most men fail to recognize this distinction and speak of all experience as if it were a thing to be obtained by each individual only through his own acts of experiencing.

"Since the knowledge part of experience (as distinct from the skill part) may be learned by reading and thinking, it is feasible for any man to acquire a vast deal of that sort of experience in a comparatively short time by systematically studying. It is true that knowledge thus gained is less vividly imprest on the mind than knowledge secured by personal observation. But this psychological difficulty can be overcome by proper effort. Since the object should be to produce a deeply engraved record in the brain, the man who seeks to make the experiences of other men as useful as his own should systematically school himself in the following manner:

"First, read with an object, confining most of the reading for a given period to subjects that will serve to attain that object.

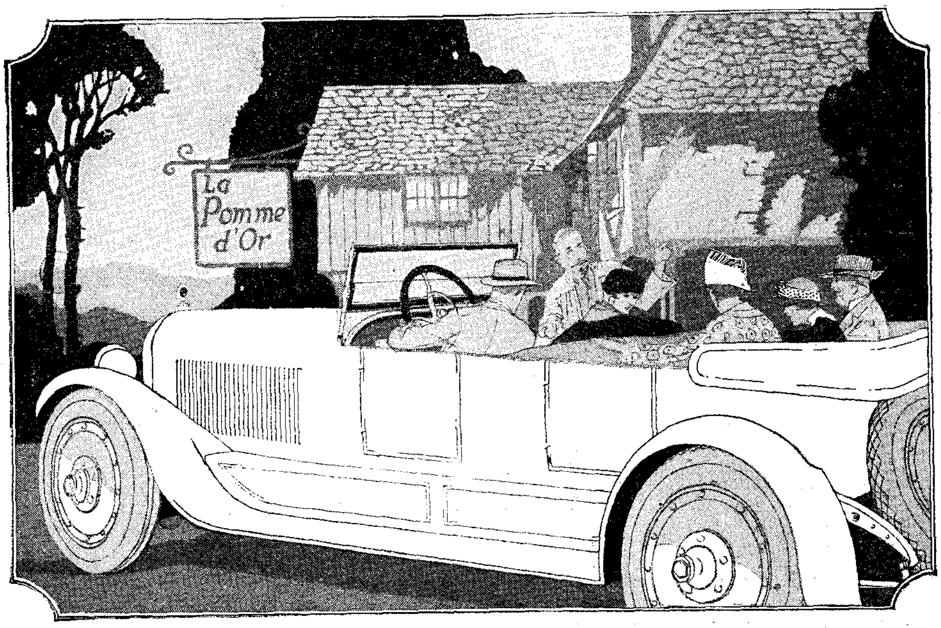
"Secondly, analyze and compare the facts thus found, noting particularly all quantitative facts.

"Thirdly, review the salient facts again and again, thus impressing them on the mind. In this way the lack of vividness of personal experience is compensated by repetition of the facts.

"Fourthly, search for old records of desired facts, the older the better. It is far more impressive to read Agassiz's account of how he came to formulate 'the theory of the glacial epoch' than it is to read the bare theory in modern books on geology. So, too, the story of how an English county surveyor, William Smith, originated the theory of geological epochs, and came to be called 'Strata Smith,' is much more impressive than Smith's theory itself, as we find it in geologies.

"Go back in the realms of science to the discoverer or inventor himself if you wish to share his original thrill of triumph. The average author of scientific books is a

JORDAN



Imagine a car like this

JORDAN has always had a distinct aversion to the commonplace—the obvious. He believes in more gaiety and less drabness in motor cars.

So the Jordan Silhouette was produced.

Sturdy, graceful, long, low and colorful. Solid aluminum rattle-proof body. New European, wide-opening doors. Mouldings of rectangular design. The newest French angle at the dash.

Cocky seat cowl. Perfectly flat top-edge, without the slightest bevel—certainly most refreshing in these days.

Deep-section full crown fenders—slightly taller hood—tilted sport type windshield—deep soft seats that permit you to sink down into them at a perfect comfort angle—gun-metal instrument board—non-rattling spring shackles—tailored top—cordovan leather boot-and-saddle bag built into the tonneau. Imagine a car like this. Picture it as it is—the lightest car on the road for its wheelbase—and the best balanced.

No jerky bouncing up and down motion so characteristic of extremely light cars of short wheelbase. No surplus side sway almost invariably found in extremely heavy cars.

The whole tendency of the Jordan Silhouette is toward forward movement.

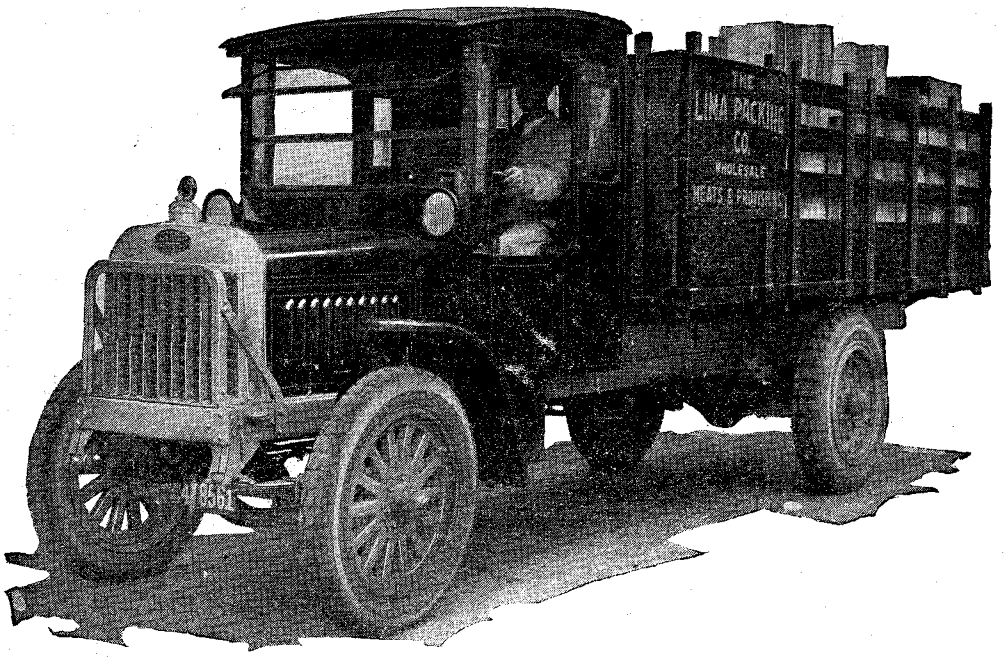
It is perfectly balanced—a car to ride in, as well as to look at.

With the substantial appearance of the finest heavy cars it possesses the beautiful slimness, lightness, lowness, and balanced character of the racing class.

The chassis, including all the finest universally approved mechanical units, possesses a factor of safety which is sufficient to more than meet every possible strain—and little detailed improvements have been added that give it a new superiority.

Imagine a car like this—and you see the Jordan Silhouette. Finished in Brewster Green or Burgundy Old Wine. Equipped with either four or seven passenger bodies.

JORDAN MOTOR CAR COMPANY, *CLEVELAND, OHIO*



No Driver, No Hard Work, Can Harm This Transmission

The Gramm-Bernstein transmission of today—completely trouble-proof—is the result of a conclusion reached by B. A. Gramm, eight years ago.

That conclusion was that the transmission is the real heart of the truck—the very root of truck service.

Mr. Gramm determined to eliminate the sources of trouble which were then, and are now, common to ordinary truck transmissions. He did so with gears that are always in mesh—whose teeth can never be ground, chipped or broken by the impact of shifting.

This transmission has saved thousands of dollars for Gramm-Bernstein owners in repairs and replacements.

It is actually a basic superiority. *It is absolutely proof against every injury that might be inflicted by careless driving or hard usage.*

Business men who are showing such a decided preference for Gramm-Bernstein Trucks are influenced, no doubt, by the truck's fine record of really extraordinary ability and service.

If they care to do so they can easily satisfy themselves that this record is largely due to the Gramm-Bernstein transmission.

Their inquiry would reveal that truck owners themselves blame transmission trouble for fully 60 per cent of lay-ups and repair expense.

Escaping that item alone would justify Gramm-Bernstein preference.

No driver can possibly damage Gramm-Bernstein gears in changing speeds.

Simply because the gears themselves are never shifted. They are always in mesh. Speed changes are made by shifting patented dog clutches.

No part of the gear assembly can work loose, fall out, and possibly damage the entire set. That is impossible, since all gears, bearings and dog clutches are mounted on a heavy six-spline shaft, and can never get out of alignment.

No pin, bolt, nut, set-screw, stud, or key is used to hold the gears in place on the splined shaft shown.

Literally, there is nothing in the Gramm-Bernstein transmission which can work loose and cause trouble.

Every truck in the worm-drive Gramm-Bernstein Pioneer line carries this wonderful transmission.

Mr. Gramm pioneered the truck industry 18 years ago.

Gramm-Bernstein again pioneered with this transmission, which is proof against every trouble, from without and within.

Now, for the third time, Gramm-Bernstein leads the way by selling its trucks completely equipped, ready for the body, and with not an extra to buy.

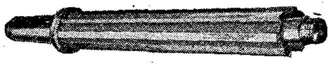
In most cases this means a very considerable initial saving.

All worm-drive Gramm-Bernstein models—2, 2½, 3½ and 5-ton—are sold at a flat price, including all equipment and ready for the body suited to the buyer's requirements.

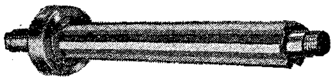
All Gramm-Bernstein Transmissions are provided with a pad for attaching Gramm's Basic Patent Power Take-off. Dealers and truck owners should assure themselves that any trucks purchased with power take-off do not infringe B. A. Gramm's Basic Patent No. 1194994.

The Gramm-Bernstein Motor Truck Co., Lima, Ohio, U. S. A.

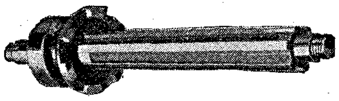
Pioneers Since 1901—Builders of the First Liberty (U. S. A.) Truck



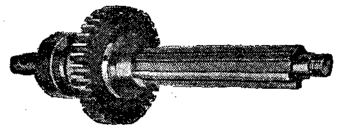
Splined Shaft, with collar and splines integral



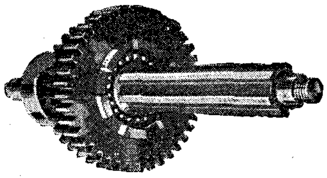
Double row annular bearing



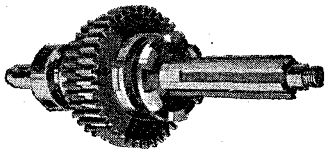
Patented dog clutch for reverse



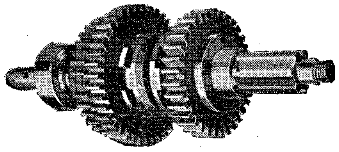
Reverse Gear, showing roller cag



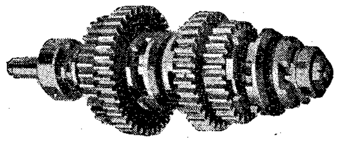
First Speed Gear, showing rollers



First and Second Speed dog clutch



Second Speed Gear



Third Speed Gear with high speed clutch and end pilot bearing, locked with castellated nut

Showing the progressive assembly of the Gramm-Bernstein Trouble-proof Transmission

SCIENCE AND INVENTION
Continued

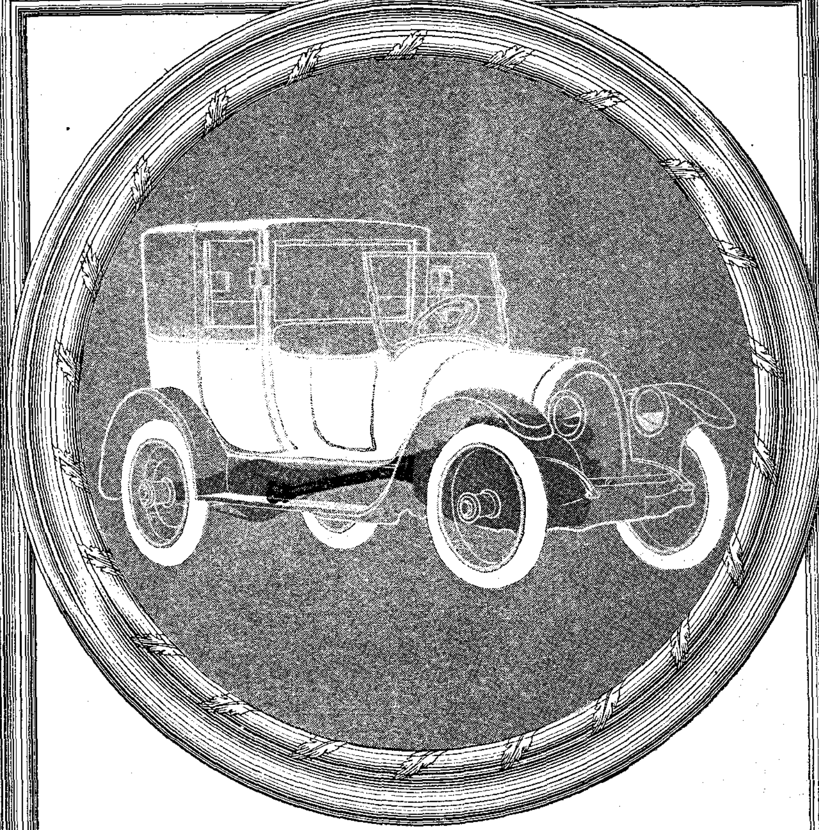
'dub' when it comes to thrilling you. He gives you bare results, as a rule, without the personal struggle and the original reasoning that yielded those results. For this reason the original articles in magazines and society transactions are usually far more valuable than the rewritten stuff derived from them and printed in the latest text-books. If you want to absorb the experiences of other men, go to the writings of those very men, and live again their experiences as nearly as may be.

"'The World's Best Books,' by Parsons, contains some good advice about books and about reading; but its author makes a serious mistake in saying that only the latest scientific books need be read, since they include the best of all that has been written previously. One who has written a scientific book himself would not claim any such completeness for it. But we go further and assert that even were a scientific book to contain the 'substance' of all that had been printed before on the subject, it would lack the 'spirit' that lives in the original authorities. It is this 'spirit' that arouses your interest to the highest degree. It is the intensity of your interest that mainly determines your ability to remember what you read. It is the facts that you remember that constitute the knowledge that is instantly available in forming judgments. And it is the soundness of your judgments that is the best test of the extent of your worth-while experience."

ORDER OUT OF CHAOS BY STANDARDIZATION

BEFORE the war there were in the United States 232 styles of pneumatic tires. Now there are nine. Does any one believe that the automobilist is suffering from the loss of those 223 styles? What shall we do now? Go back to the 232, or add a few more and make it, perhaps, 313? Once we had a dozen different track-gages on our railroads. Now we have just one. The loss of the others is not lamented, for they were obstacles to progress. And, indeed, if we can reduce the styles and sizes of all things used in mechanical operations, not perhaps to one each, but to a very few—as few as are compatible with convenience and usefulness—we will cut out an enormous amount of labor and expense in manufacture, and confusion and vexation in selection, purchase, and use. Such standardization is already an accomplished fact in some instances, and good work is being done to extend it. Much was forced upon us by the war, as the example of the pneumatic tires shows; and probably we shall retain some of this in peace. Says G. H. Clamer, in a presidential address before the American Society for Testing Materials, printed in *The Iron Age* (New York, July 10):

"There was a time, not so long ago, when there was no United States standard track-gage for our railroads. Without standardization of track-gage it was impossible for the equipment of one railroad to be used on



Spicer

UNIVERSAL JOINTS AND PROPELLER SHAFTS

UNIVERSAL joints in the propeller shaft transmit the drive from engine to rear axle through an angle—an angle changing with every movement of the springs.

The entire driving load falls on the universal joints. Sudden stresses wrench and rack them—stresses that can be overcome only by the strongest of steel worked to the maximum of precision.

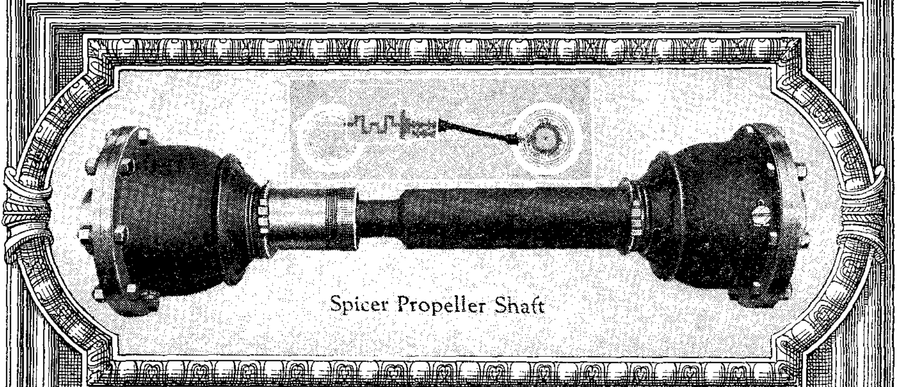
Since 1904 SPICER UNIVERSAL JOINTS and PROPELLER SHAFTS have met every requirement.

Genuine SPICER UNIVERSAL JOINTS bear the SPICER name on the flange.

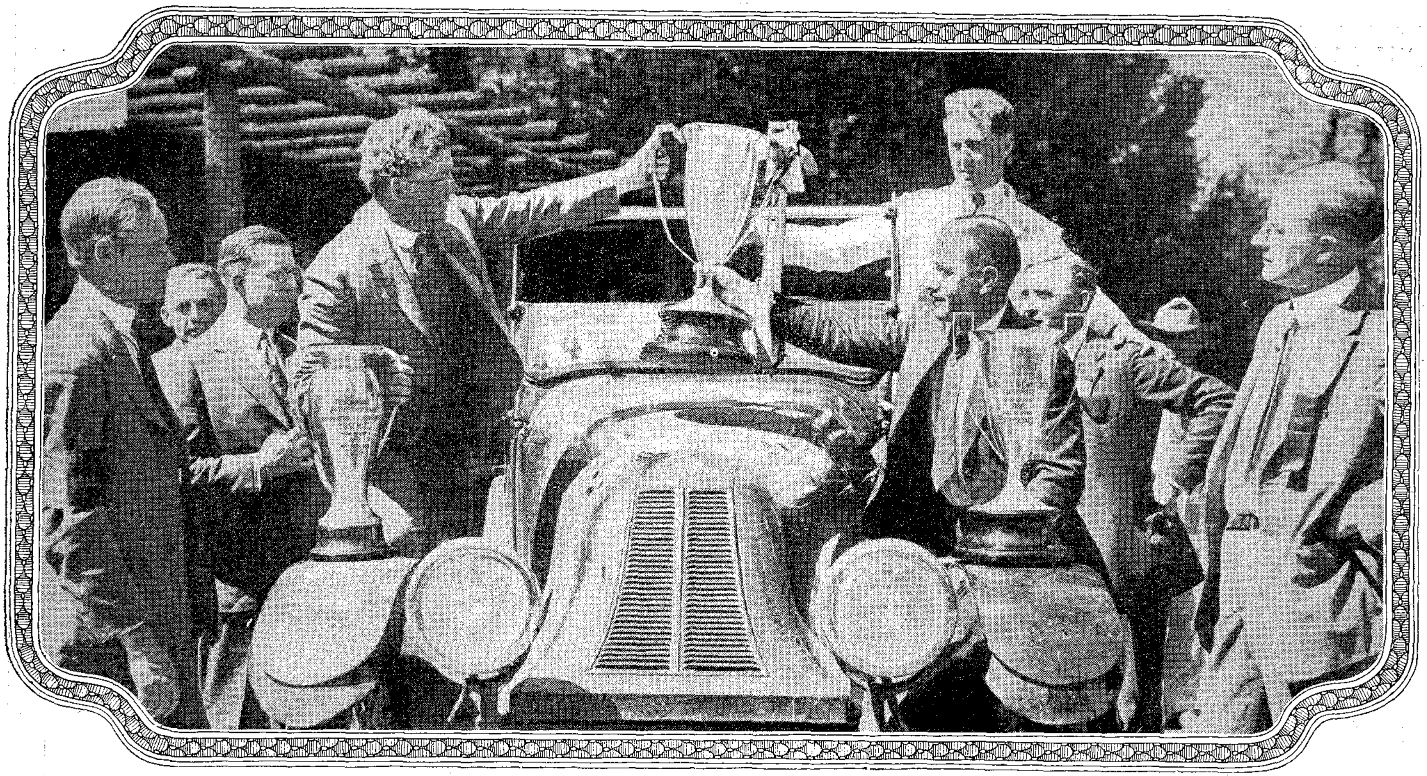
SPICER MFG. CORPORATION
SOUTH PLAINFIELD, N. J.

The Passenger Car: Number Four of a series of SPICER advertisements.

© S. M. C. 1919



Spicer Propeller Shaft



G. F. STEPHENSON, A. A. A. Technical Representative

STANLEY S. TURNER, Winning Driver of the Franklin Car

FOSTER CURRY, Donator of the Camp Curry Trophy

STANDISH MITCHELL, Sec. Auto. Club of So. California

HARRY S. MASON, A. A. A. Board Representative

The Franklin Car Sets Fuel Economy Record in Yosemite Run and Wins All Three First Prizes

This Los Angeles-Camp Curry event, designed to test fuel economy of all cars from every possible angle, was conducted by the Automobile Club of Southern California under official A. A. A. supervision.

The Franklin Car won:

1. FIRST PRIZE, Sweepstakes cup, for best all-round showing of any car at any price. It covered the 374.5 miles on 13 gallons of gasoline, an average of 28.8 miles to the gallon.
2. FIRST PRIZE. All classes, most ton-miles per gallon of gasoline. This rating was devised to remove all handicaps of weight. It put all scores on an equal basis of comparison. The Franklin, with 49.9 ton-miles, beat lighter and heavier cars.
3. FIRST PRIZE, own price class, for most ton-miles per gallon.

The Franklin established a new record, being the first car of any make to win the three first prizes in the history of the event.

This triple victory for the principles of light weight and flexible construction and direct air cooling (no water to boil or freeze) is important.

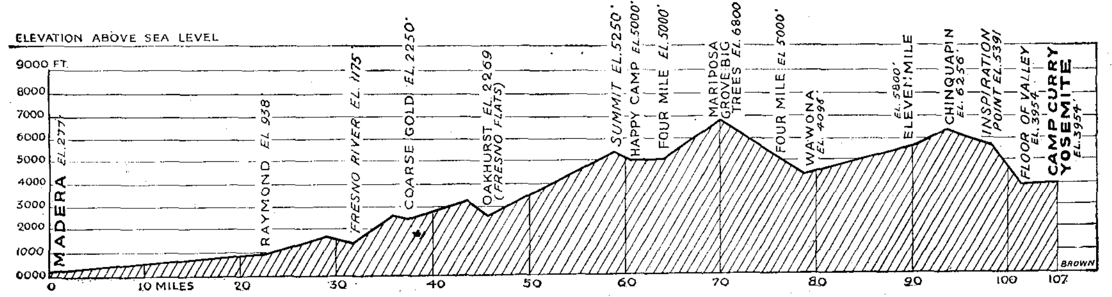
It indicates to motorists the freedom from trouble, the fuel economy, and the assurance of motoring satisfaction open to them with the Franklin Car.

These advantages have long been summed up in the conservative statement of Franklin performance:

20 miles to the gallon of gasoline
12,500 miles to the set of tires
50% slower yearly depreciation

Practically without exception, the Franklin Car has established the economy records of all the official events held in seventeen years.

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.



Profile of second day's run from Madera to Camp Curry, Yosemite. The first day's run also included a climb from sea level to nearly 5,000 feet. Study of the profile will indicate the need of both hill climbing and cooling ability.

SCIENCE AND INVENTION

Continued

another. It has only been through standardization of track-gage that interline transportation has been made possible. We now travel in the greatest comfort from one end of the country to the other without a change of cars. A freight-car may be loaded in Maine and without transfer of its cargo arrive in San Francisco or Key West. In fact, it may even be loaded on a barge at Key West and transferred to any part of the Island of Cuba over United States standard-gage track.

"At the present time very active progress is being made in railroad-building in South America and Central America; very shortly activities in the line of railroad-building will be resumed in Mexico; and it can be confidently expected that a Pan-American railroad, extending from any part of the United States to Argentina, a distance of 10,000 miles, will become a reality. It is unfortunate, in this stupendous undertaking, that all sections of this railroad should not be of standard gage. A large part of the trackage in the southern countries, as at present built, or in contemplation, is of gage which differs from our own.

"I do not believe that there is one single effort which can do more in bringing countries of the western hemisphere into closer relationship than the building of a standard-gage railroad over this entire distance.

"There was a time within the memory of the present generation when there was no such thing as standard pipe sizes or threads; and even more recently there were no standard machine screws. Each manufacturer had his own special threads. Selfish interests were so strong and the vision so narrow that there was great opposition on the part of the manufacturers to the standardization of screw-threads. Each manufacturer wished to compel the user of his machines to come to him for repair parts. He did not realize that his business interests were impaired if a user of his machine suffered inconvenience and perhaps financial loss by the shut-down of the machine from the necessity of sending to the factory to get the necessary repair part.

"There is at present before Congress a bill which proposes to extend the life of the commission to standardize screw-threads, created under the act of July 18, 1918. Governmental action in the past has legalized other standards. The first attempt at standardization of screw-threads, bolts, nuts, etc., was made in 1864 by a committee of the Franklin Institute, of Philadelphia. . . . In 1906 the Association of Licensed Automobile Manufacturers adopted standards for automobile screws and nuts, and a year later the American Society of Mechanical Engineers accepted the report of its committee on standard proportions for machine screws. . . . In 1912 the Society of Automobile Engineers enlarged the number of standards.

"An Act of Congress in 1893 established a standard gaging system for sheet-iron and steel. This was a purely arbitrary standard. Other arbitrary gages are in use for wire and drills as well as for sheets. The only rational system is the decimal system in which the gage number is exprest in thousandths of a unit.

"There is a long list of further standardization work which has had its stimulating effect upon industrial progress, but the illustrations I have given are sufficien.

"First-aid" to Friend Scalp

YOUR scalp is eager enough, never fear. But you must do *your* part, too. Otherwise you will suffer the misfortune of seeing your hair get thinner year by year.

Give your scalp a fair chance. Cultivate the shampoo habit. Use your Packer's Tar Soap *regularly*, according to the simple directions that come with each cake.

Coax the abundant pine-tar lather into your willing scalp tissues with the tips of your fingers. Rub this velvety lather in gently but firmly, making sure that every portion of the scalp receives its due share of attention.

If you follow this pleasant "Packer" practice *regularly*, your scalp will *feel* cleaner and actually *be* cleaner. Your hair, too, will show its appreciation by becoming *softer*, and in time, *healthier*. Due, of course, to the increased vitality and all-around improved condition of your scalp.

Our Manual, "The Hair and Scalp—Modern Care and Treatment," contains 36 pages of practical information. Sent free on request. For sample half-cake of Packer's Tar Soap send ten cents.

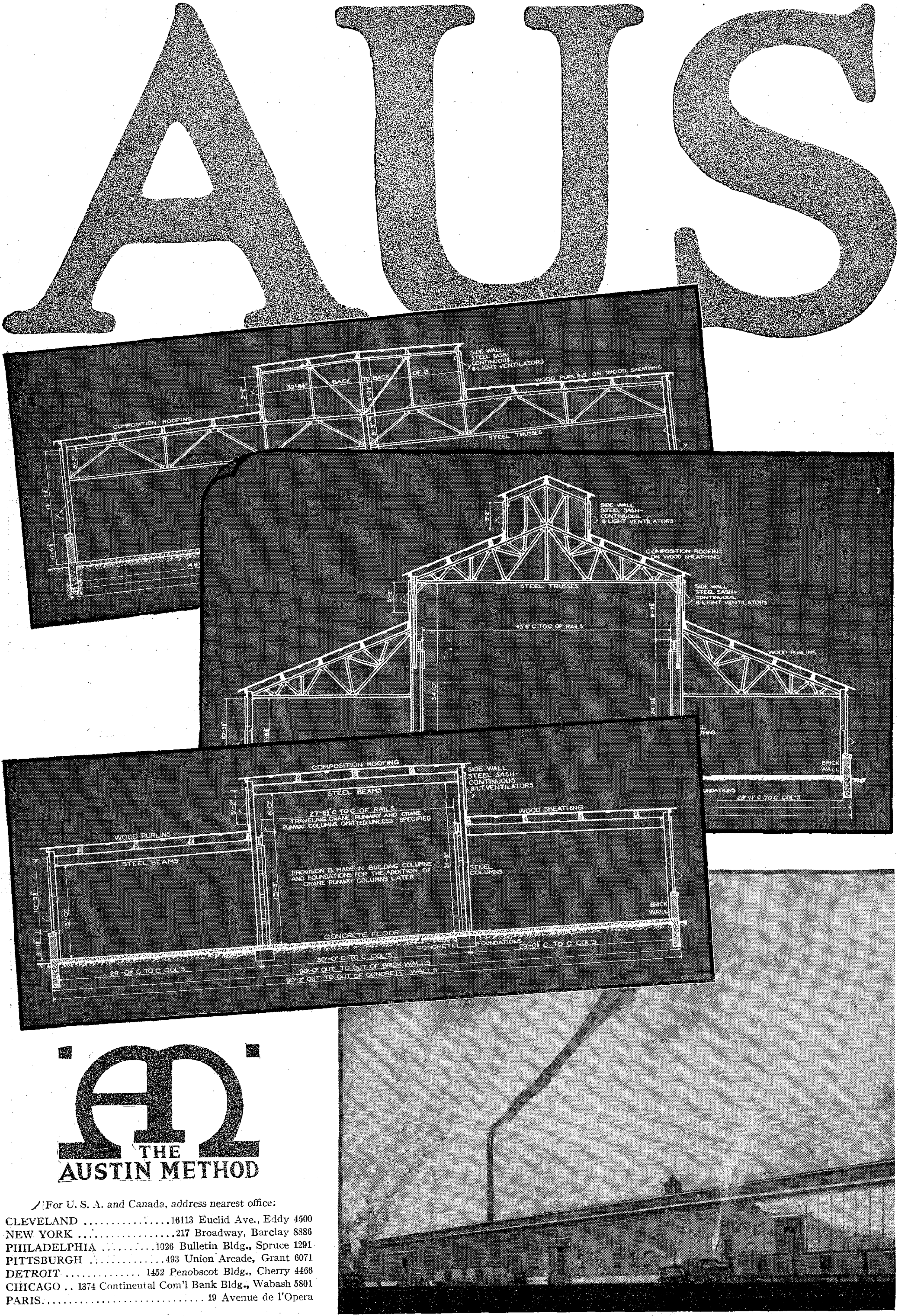
PACKER'S TAR SOAP

"Pure as the Pines"

Packer's Liquid Tar Soap, delicately perfumed, cleanses delightfully and refreshes the scalp—keeping the hair soft and attractive. Liberal sample bottle 10 cents.

THE PACKER MANUFACTURING CO.
Dept. 84 H, 116-120 West 32nd Street, New York City

Packer Products are sold by Druggists everywhere


AUS
SIDE WALL STEEL SASH CONTINUOUS 8-LIGHT VENTILATORS
WOOD PURLINS ON WOOD SHEATHING
COMPOSITION ROOFING
STEEL TRUSSES
COMPOSITION ROOFING ON WOOD SHEATHING
45'-6" C TO C OF RAILS
WOOD PURLINS
BRICK WALL
29'-0" C TO C COL'S
STEEL BEAMS
27'-6" C TO C OF RAILS
TRAVELING CRANE RUNWAY AND CRANE RUNWAY COLUMNS OMITTED UNLESS SPECIFIED
PROVISION IS MADE IN BUILDING COLUMNS AND FOUNDATIONS FOR THE ADDITION OF CRANE RUNWAY COLUMNS LATER
WOOD SHEATHING
STEEL COLUMNS
CONCRETE FLOOR
CONCRETE FOUNDATIONS
30'-0" C TO C COL'S
90'-0" OUT TO OUT OF BRICK WALLS
90'-2" OUT TO OUT OF CONCRETE WALLS

THE AUSTIN METHOD

For U. S. A. and Canada, address nearest office:

CLEVELAND ....16113 Euclid Ave., Eddy 4500
NEW YORK ....217 Broadway, Barclay 8886
PHILADELPHIA ....1026 Bulletin Bldg., Spruce 1291
PITTSBURGH ....493 Union Arcade, Grant 6071
DETROIT .... 1452 Penobscot Bldg., Cherry 4466
CHICAGO .. 1374 Continental Com'l Bank Bldg., Wabash 5801
PARIS.............................. 19 Avenue de l'Opera

STANDARD FACTORY-BUILDINGS

TIN

Is Your Plant Ready for 1920?

Build Austin Standard Buildings into your plant and make it ready for immediate business opportunities.

Austin stands for quick construction, which puts your capital to work in the shortest possible time. Quick delivery of buildings gives you valuable business advantages.

Austin stands for abundant light and ventilation in industrial plants, recognized essentials of good working conditions.

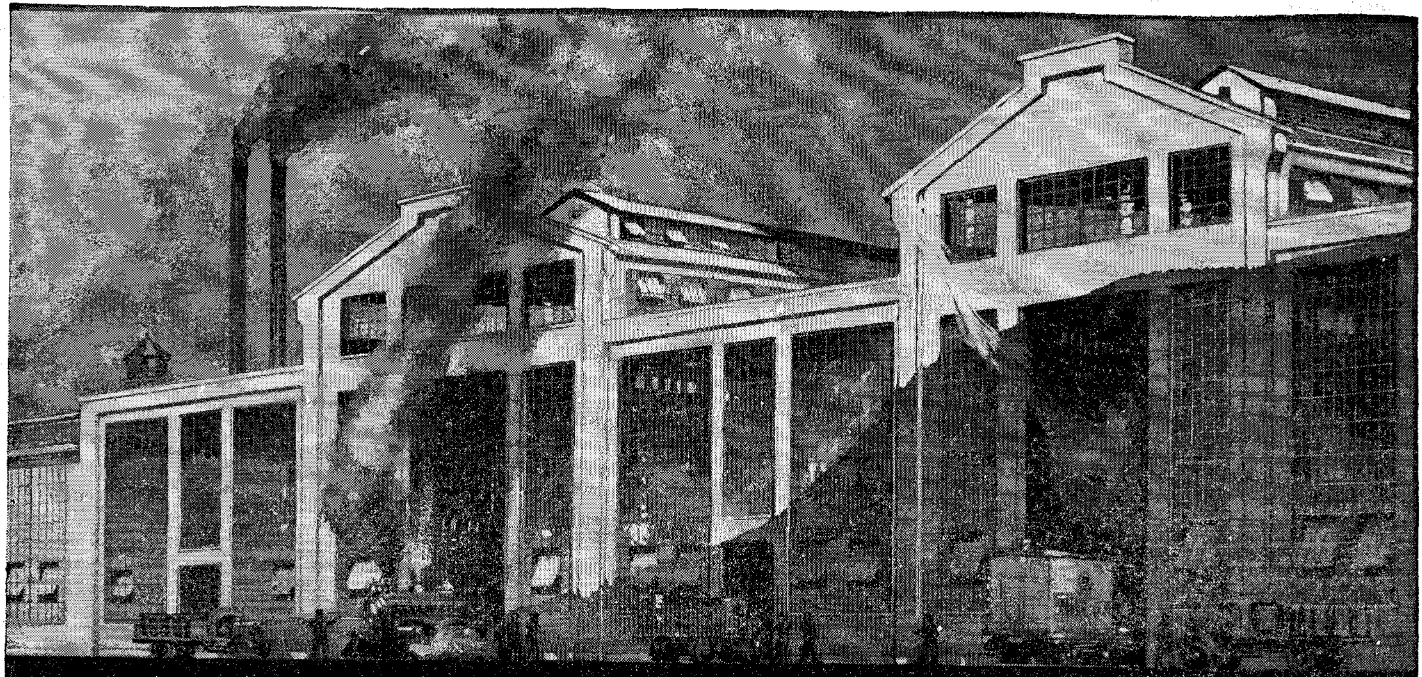
Austin stands for broad unobstructed floor space and the efficient arrangement of shop—offices and toilets. The maximum of area is released for productive uses.

Austin stands for quick and economical provision for expansion without interruption to production.

These are basic elements of Austin Standard design and construction. The Austin method thus meets the demands of the efficient, growing manufacturing plant quickly and economically.

Arrange by phone, wire or letter for an immediate conference with an Austin representative. Send for the Austin Book of Buildings.

THE AUSTIN COMPANY, ***Industrial Engineers and Builders***
Cleveland, Ohio



ENGINEERING-BUILDING-EQUIPMENT

Tuxedo

The Perfect Tobacco for Pipe

Beats Them All! The New
"TEA-FOIL" PACKAGE

It's soft and pliable—decreases in size as the tobacco is used—tobacco does not cake in the package—no digging it out with the finger. Keeps the tobacco in even better condition than tin. Now, don't you owe it to yourself to buy a package and give Tuxedo a trial? Not quite as much tobacco as in the tin, *but*— 10c

Finest Burley Tobacco
Mellow-aged till perfect
Plus* a dash of *Chocolate

"Your Nose Knows"

Guaranteed by
The American Tobacco Co
INCORPORATED

PATTERSON'S
Tuxedo
TOBACCO
SPECIALLY PREPARED FOR THE PIPE
The American Tobacco Co

to emphasize the importance and magnitude of this line of endeavor.

"Only within the present century has standardization in manufacturing processes, methods, and practise been seriously pursued and so-called scientific management inaugurated. Industrial progress owes much to the adoption of such standardization. In the automobile industry particularly we have outclassed the world because of such standardization. The adoption of standardization in ship-building during the war has put America within two years' time in the first rank in this industry.

"Quantity production can be realized only by such standardization. At the time of signing the armistice, quantity production in the manufacture of our airplanes was well under way, and history will no doubt reveal the fact that this had its part in bringing our enemies to the realization that it was futile to further pursue the war."

The necessity for such standardization as a war-measure was unquestioned. Just how far it would be economically advantageous or economically detrimental in peace times is a matter for speculation, Mr. Clamer thinks. Consumers are willing to pay for the gratification of individual tastes, and this has resulted in an enormous number of commodities, differing in only slight degree. Mr. Clamer refers to a few typical examples of war-time conservation in pointing out the wonderful possibilities in this direction. He says:

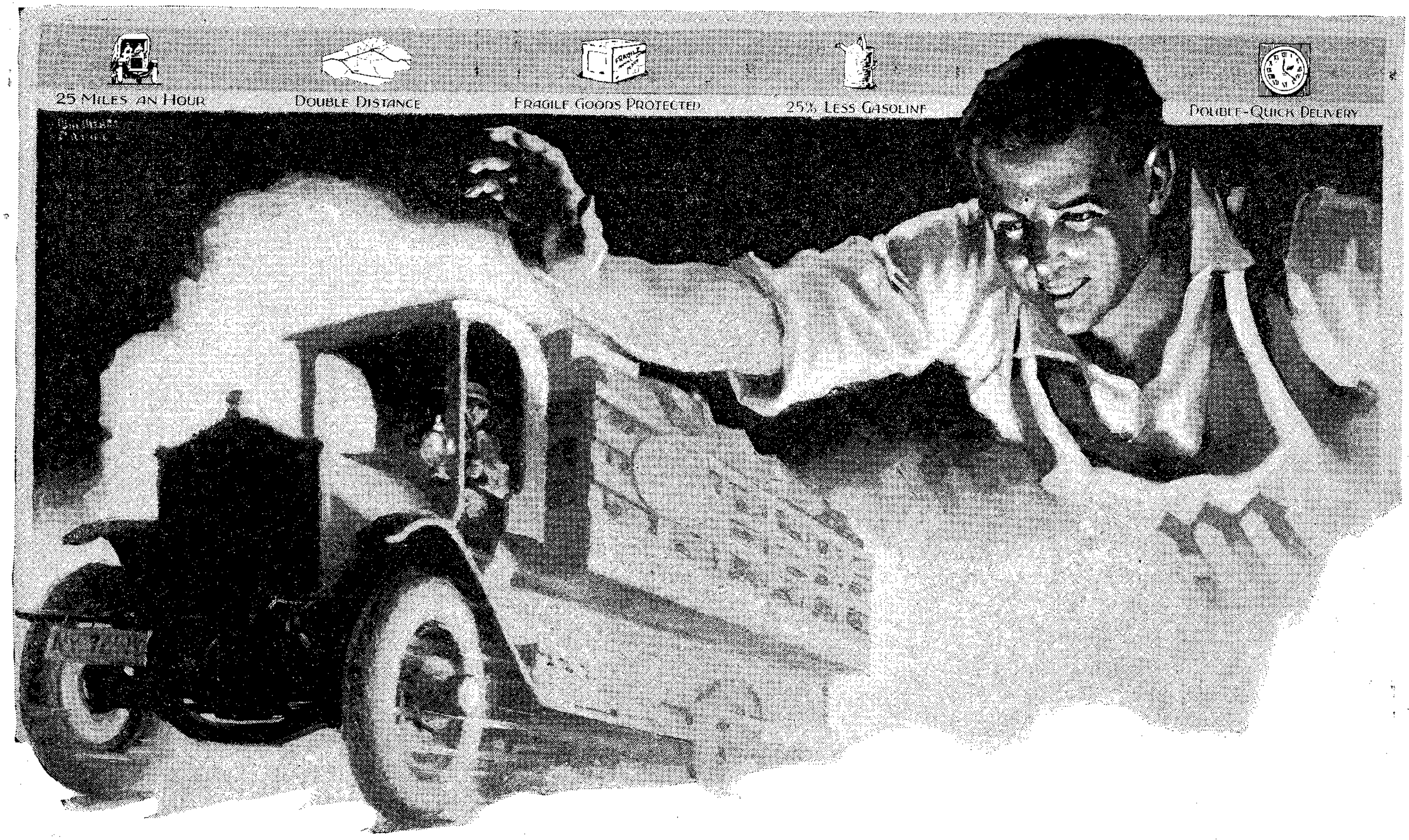
"Pneumatic tires, reduced from 232 styles to 9; solid rubber tires, 100 styles to 15; steel pins, 700 to 300; china and crockery, from 1,696 pieces to 330; 5,500 styles of rubber footwear discontinued, meaning a yearly saving as follows:

29,012,600	cartons.
5,245,300	square feet of lumber.
4,795	tons of freight.
1,526,423	cubic feet shipping and storage space.
2,250,272	pounds of material that will not have to be dyed.
74,750	pounds of flour and starch.
30,380	gallons of varnish.
125,300	pounds of tissue paper.
49,617	days of labor.

"Consider such a matter as the method of packing thread. If marketed with 200 yards to a spool, instead of 100 and 150, there would be saved 5,146,815 feet of lumber or 365 car-loads. The saving in shipping space of finished product is about 600 cars, in wrapping-paper 3½ tons, and in twine 5 tons. Had the yardage been reduced to 100 yards per spool it would have required over 600 cars to transport the lumber, so that the total saving is 1,200 cars by using the 200-yard spool.

"With these few examples, it can be readily realized what tremendous savings might be effected if a sane policy of standardization were put into effect through co-operative agreements. It means lower cost of production and smaller capital investment, with a greater amount of capital released for more useful purposes. . . . . . .

"The work of standardization in this country has been more or less fragmentary. Such work has been undertaken by individual manufacturers, also by individual consumers, and by associations representing



Hauling Goods at Passenger Speed —the Tire for the Job

25 Miles an Hour

Hauling goods at passenger speed is, in the forward sweep of this new industrial age, a decisive factor in the expansion of a business. With the special tires we have built for fast hauling, trucks are traveling twice the distance they formerly did, thereby adding an immense domain to the trading area of their owners.

Double-Quick Service

In many quarters where Miller Cords are used the trucks are rendering service twice as prompt; in others they are making double the number of deliveries, thus cutting the average cost per delivery nearly half.

Protects Fragile Goods

The Miller Heavy Duty Cord Tire is accomplishing these feats not only because it is built for speed, but because its wonderful elasticity cradles the truck and the load, and protects all manner of fragile goods from destructive vibration.

Being built of thousands of cable cords, floated layer on layer in new live rubber, these tires give and take as they roll on uneven ground, neutralizing shocks and making the truck ride with the ease of a passenger car.

10% to 25% Less Gasoline

As compared with the solid tire the uniform Miller Cord saves from 10 to 25 per cent *and more* in the gasoline consumption, and also heavily cuts down truck depreciation and repairs.

Long Distance and Uniform

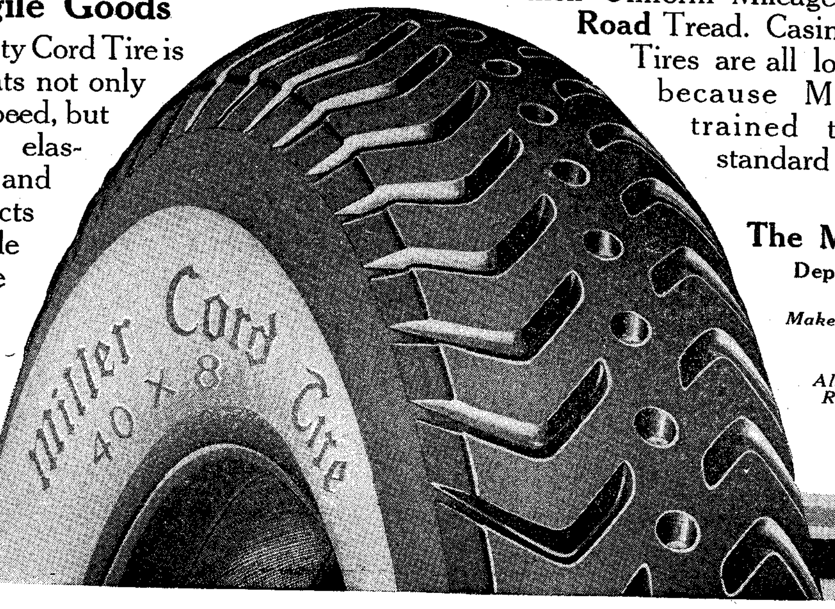
The wide adoption of Miller Tires for truck service is partly due to these advances and partly to their Uniform Mileage and **Geared-to-the-Road** Tread. Casing after casing Miller Tires are all long distance runners, because Miller builders are trained to a championship standard and do not vary.

The Miller Rubber Co.
Dept. A-178, Akron, Ohio

Makers of Miller Uniform Tires—Geared-to-the-Road

Also Miller Surgeons Grade Rubber Goods, for Homes as Well as Hospitals

314



Miller
GEARED-TO-THE ROAD
UNIFORM MILEAGE
Tires

He saved the last COFFEE plant-

This is the story of 200 years ago, as befell the gallant French marine—de Clieux. Charged by his King to carry a cargo of coffee plants to the Isle of Martinique, his good ship was be-calmed, be-stormed and be-devilled without end. Finally he was forced to share his last precious portion of drinking water with his one last drooping and dying plant. In such manner de Clieux preserved coffee for his King.

FROM this single plant, we are told, were produced the many varieties of coffee now grown in South America. So it happens,—millions of Americans are privileged to enjoy "the most popular of the nation's healthful beverages."

Coffee is the most *democratic* of drinks. It appeals alike to rich and poor—to men and women. No home so humble it cannot afford coffee. No mansion so grand it can dispense with it. Everybody drinks *coffee!*

Who can describe the irresistible fragrance of a cup of hot steaming coffee? Its aroma, its "bouquet",—its deliciously delicate, rare, smooth, tempting *piquancy?* There is no other "taste" like that of good coffee.

And who shall say that coffee will not become the social and convivial drink of the future? *Men like it,*—they drink it at breakfast,—at the business luncheon,—at the conference dinner—and at the club banquet.

Iced coffee is a most wholesome and refreshing summer drink. When served ice cold in a tall glass on a hot day, it revives the spirit, overcomes fatigue—and makes you forget the heat!

Coffee—*the Universal drink*

Copyright 1919 by the Joint Coffee Trade Publicity Committee of the United States.

only producers and associations representing only consumers. . . . . .

"With the object in view of coordinating the standardization work of these various bodies, to foster cooperation between all interested organizations and government departments and to avoid duplication of effort, during the past year the American Engineering Standards Committee was organized. This committee was formed by joint action of five national engineering societies. . . . . . .

"National engineering bodies are in operation in England, Canada, France, and Holland, and it can be confidently predicted that such bodies will be organized in other countries in the near future. Because of our present excellent and rapid means of communication, all the countries of the world are being brought in much closer relationship than ever before, and in the immediate future there will begin an era of intermingling of the peoples of the various nations of the earth to a far greater extent than ever. It is, therefore, reasonable to assume that before many years have elapsed the needs of the world will demand international standardization to an ever-increasing extent."

MORE ABOUT DRINKING-FOUNTAINS

IN a sanitary drinking-fountain, should the jet be vertical or inclined? This may seem a matter of no consequence, and so perhaps it would be if the vertical-flow fountain had not been condemned by some authorities as unsanitary on the understanding that impurities may be kept at the top of the jet, so that, paradoxically, the water, tho continually flowing, may remain infected. In our issue of June 14 we quoted the opinion of Prof. J. H. Dunlap, of Iowa University, to this effect, and his recommendation of the slanting jet as a means of obviating it. Letters from various correspondents since that date show a lack of agreement with some of Professor Dunlap's conclusions. Some do not believe that bacteria can remain undisturbed in the vertical jet, while others, admitting this, charge the inclined jet with an equal degree of hospitality to bacillary guests. Mr. W. C. Jones, of the Eastern Fountain Company, Boston, says in part in a letter to Professor Dunlap, a copy of which he sends to THE LITERARY DIGEST:

"The reading matter of the article published did not seem to me to be at all conclusive, nor did it seem to me to establish fully such conclusions as were drawn by you. The vertical-flow-bubble fountain, when properly constructed, is superior to the angular-flow bubble in many ways, and especially from a sanitary point of view as well as from the point of view of the user.

"Your article leads me to believe that the germs with which you have been dealing in your recent experiments must be highly trained acrobats in order to juggle themselves on the top of the vertical-flow bubble. And my small experience is that the

DU PONT AMERICAN INDUSTRIES

The Trail Blazer of Progress

Under its mighty impulse mountains are levelled and valleys filled for the railways and highways of transportation. It is a titanic laborer—wresting the coal, the ore, the rock from the bosom of Mother Earth that cities may be builded and civilization served. It transforms the barren, stump-filled acres into fertile farms. It makes possible every home.

DU PONT

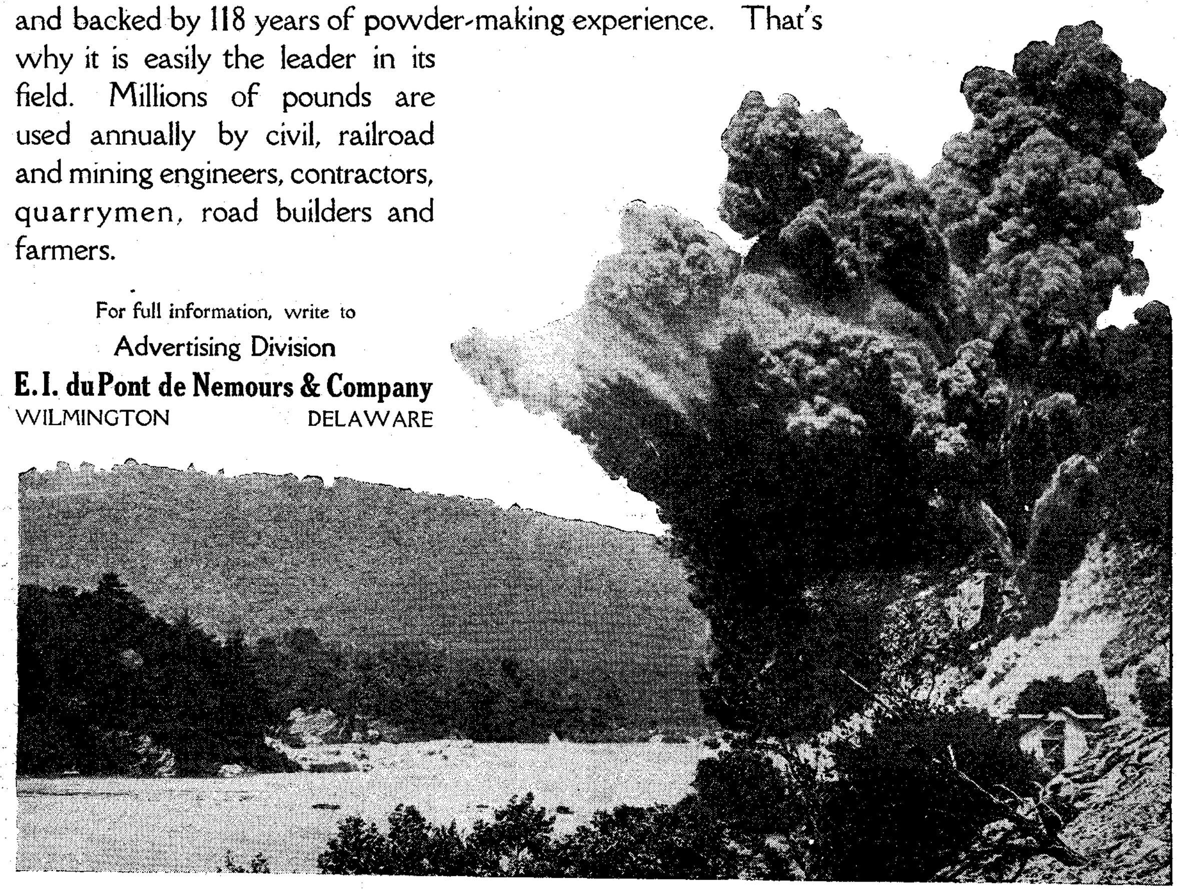
Red Cross Dynamite

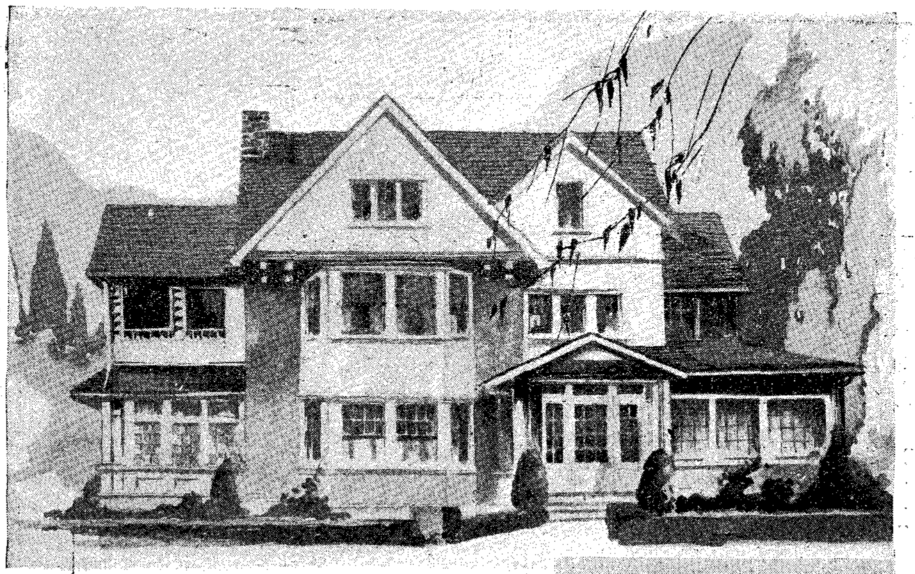
is a master builder—a constructive agent of the highest calibre. Quick, powerful, dependable, low freezing and insensitive to ordinary shocks of transportation and handling. It is a distinct achievement of scientific research and manufacturing skill.

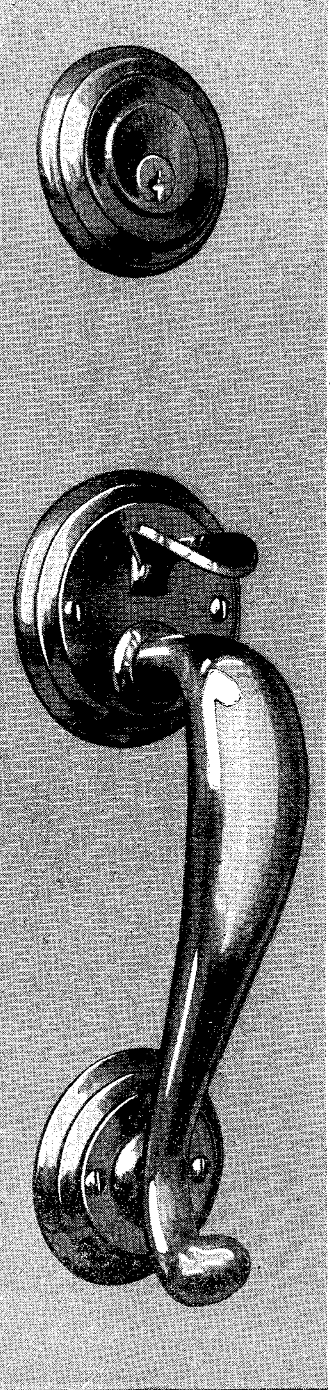
Made by America's Powder Pioneers

and backed by 118 years of powder-making experience. That's why it is easily the leader in its field. Millions of pounds are used annually by civil, railroad and mining engineers, contractors, quarrymen, road builders and farmers.

For full information, write to
Advertising Division
E. I. du Pont de Nemours & Company
WILMINGTON DELAWARE







Put your own key in your own front door

OWN your own home, build now! And plan to use Sargent Locks and Hardware, long famed for their solid, substantial character and the security they give. No matter what price home you intend to build or what architecture, there is a Sargent style which will complete its equipment and add the necessary touch of harmony. Consult your architect.

Write for the Sargent Book of Designs and make your selection now—before you build.

SARGENT & COMPANY
Hardware Manufacturers
40 Water Street, New Haven, Conn.

For Extra Security—

In present or prospective homes a Sargent Cylinder Day and Night Latch is a good investment, affording security for any outside or inside door that may not be fitted with a dependable lock. Various styles and finishes, three keys to each lock.

SARGENT
LOCKS AND HARDWARE

SCIENCE AND INVENTION

Continued

angular-flow bubble is not considered, generally speaking, highly satisfactory by the users. The company with which I am associated manufactures a most excellent angular-flow bubble, but we find very little sympathy from a sales point of view for this particular type of equipment. Our calls are all for the straight vertical-flow equipment which has proved itself satisfactory when properly manufactured."

G. A. Cooper, of the Puro Fountain Company, Haydenville, Mass., writes us:

"The drinking-fountain which you used in your illustration is far from being sanitary, as the fingers can touch the source of supply. This feature practically nullifies the careful construction to prevent the lips from touching."

Doubts of the ability of the slanting jet to carry away impurities are exprest by I. M. Cashell, city manager of Goldsboro, N. C., in a letter to *The American City*, a copy of which he sends us. He says:

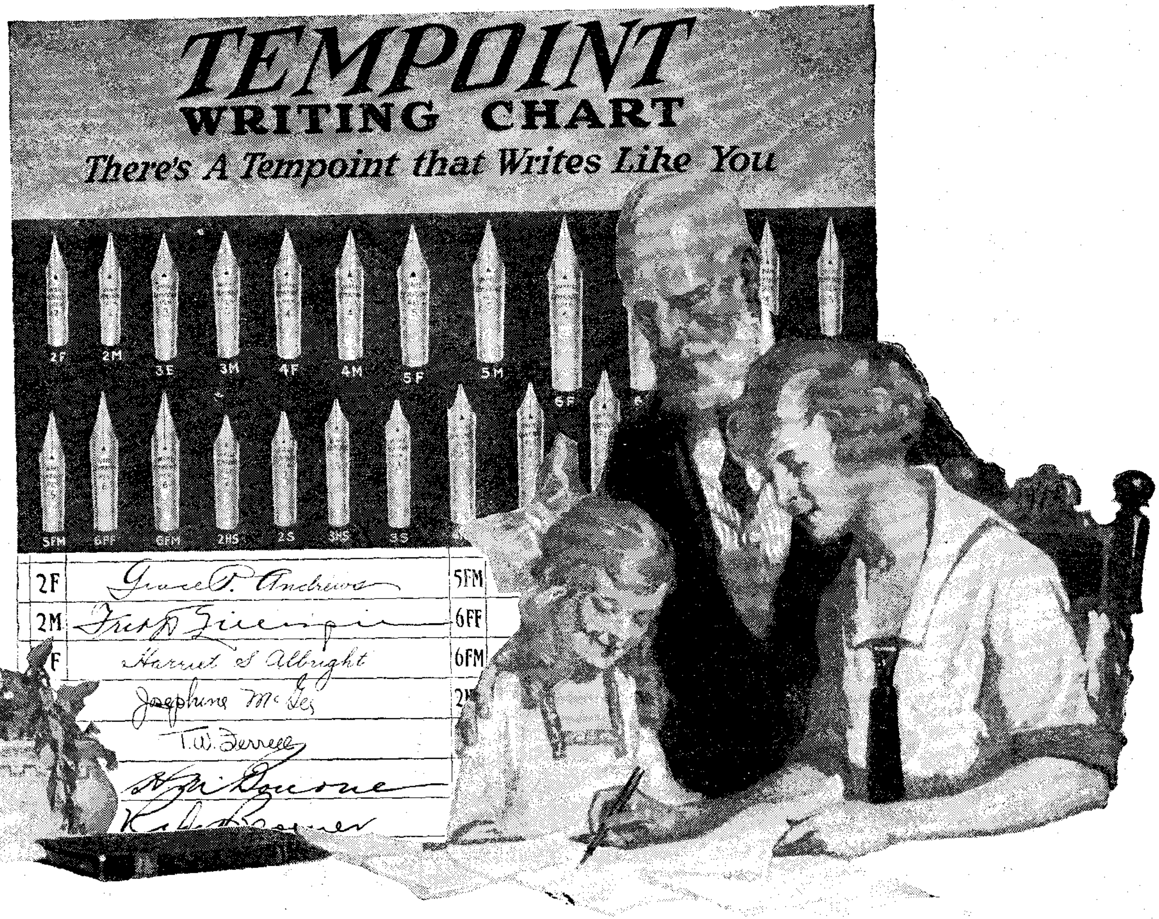
"In reviewing the article 'Common Sense, Science, and Drinking-Fountains,' in a recent issue of your magazine I find that the same confidence and assurance of safety are placed in any fountain with the slant jet as were placed in the vertical bubbler when people realized the danger of the common drinking-cup. I am afraid, however, that our troubles are not ended along this line.

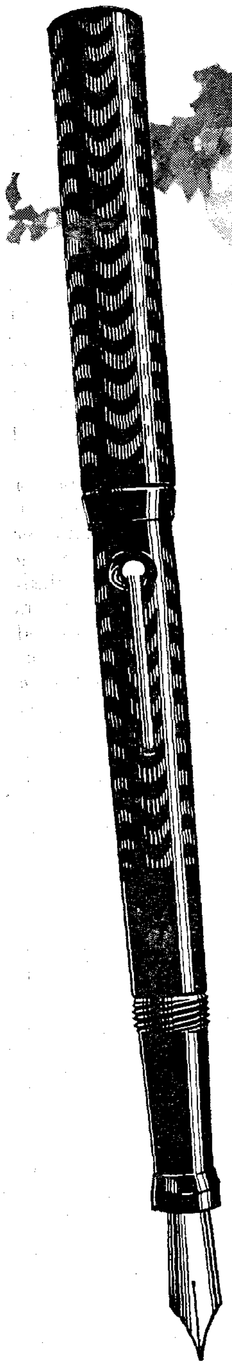
"When hygienists realized the danger lurking in the common drinking-cup on account of saliva (tenacious in character and practically insoluble in water) being *carried from mouth to mouth indiscriminately*, the bubbling fountain with its filth came upon the scene and was heralded as a solution of the problem. Investigators soon proved, however, that bacteria and globules of saliva could be supported on the crest of the bubble for an almost indefinite period and would return to the nozle when the jet was cut off to again be supported by the next jet of water.

"The slant-stream fountain then made its appearance to lull all fears to sleep, but the late Major Kinyoun, United States Army Medical Corps, found that if cultures of [bacteria] in egg albumen were dropt in the slant jet between the crest of the jet and the nozle, the organism could be found in abundance on the nozle a few seconds afterward. This was accounted *for by the fact that the velocity of the water* was greater in the center of the stream than at the periphery, thus causing an eddy in the stream to the nozle.

"A perforated sleeve over the nozle is used at present on what appears to be the most sanitary fountain, to avoid this return of water to the nozle. The entire nozle and sleeve are encased and drained to the bowl and have been found to be self-cleansing. The greatest objection to overcome at present is the face-guard, which altho not coming in contact with the mucous membrane, may carry infection from an infected face to an abrasion on another face.

"There is still considerable work to be done on this, the greatest of all public conveniences, and let us not cease until the fountain is above reproach from a scientific as well as a practical standpoint."





A Charted Tempoint

for Every Writing Age

(There's a Tempoint That Writes Like You)

Now, instead of having to adjust yourself to the moods of a fountain pen, you can find instantly the Tempoint that writes like you. For your handwriting is charted on the Tempoint Chart, and with it the particular Tempoint Pen that writes *your* way.

Ten Days to Prove Its Worth

However you write, whatever you write, when or wherever you write, your particular Tempoint is to be found in this easy, dead-certain manner. And to cap the assurance of it all you can try your Tempoint for ten days before deciding to keep it. If it doesn't continue to match in every way the store-trial satisfaction, take it back and the dealer will refund your money.

Go to your nearest Tempoint dealer's and select your Tempoint by the Chart. Remember, too, that the Tempoint has ten superb writing features, including the hand-hammered gold nib, the last word in writing comfort and pen durability. The writing point cannot become "sprung" through heavy, constant use.

"Why No Two People Write Alike"

That is the title of an interesting book written by C. L. Ricketts, the well-known hand-writing authority. We will be glad to send it with our compliments. It also shows the development of writing from earliest times, and discusses the method of accurate pen selection by means of the scientific Tempoint Handwriting Chart. Send a postal today.

And please remember, that the Tempoint costs no more than other fountain pens. It is made in both Self-Filling and Screw-Joint styles, $2.50 and up.

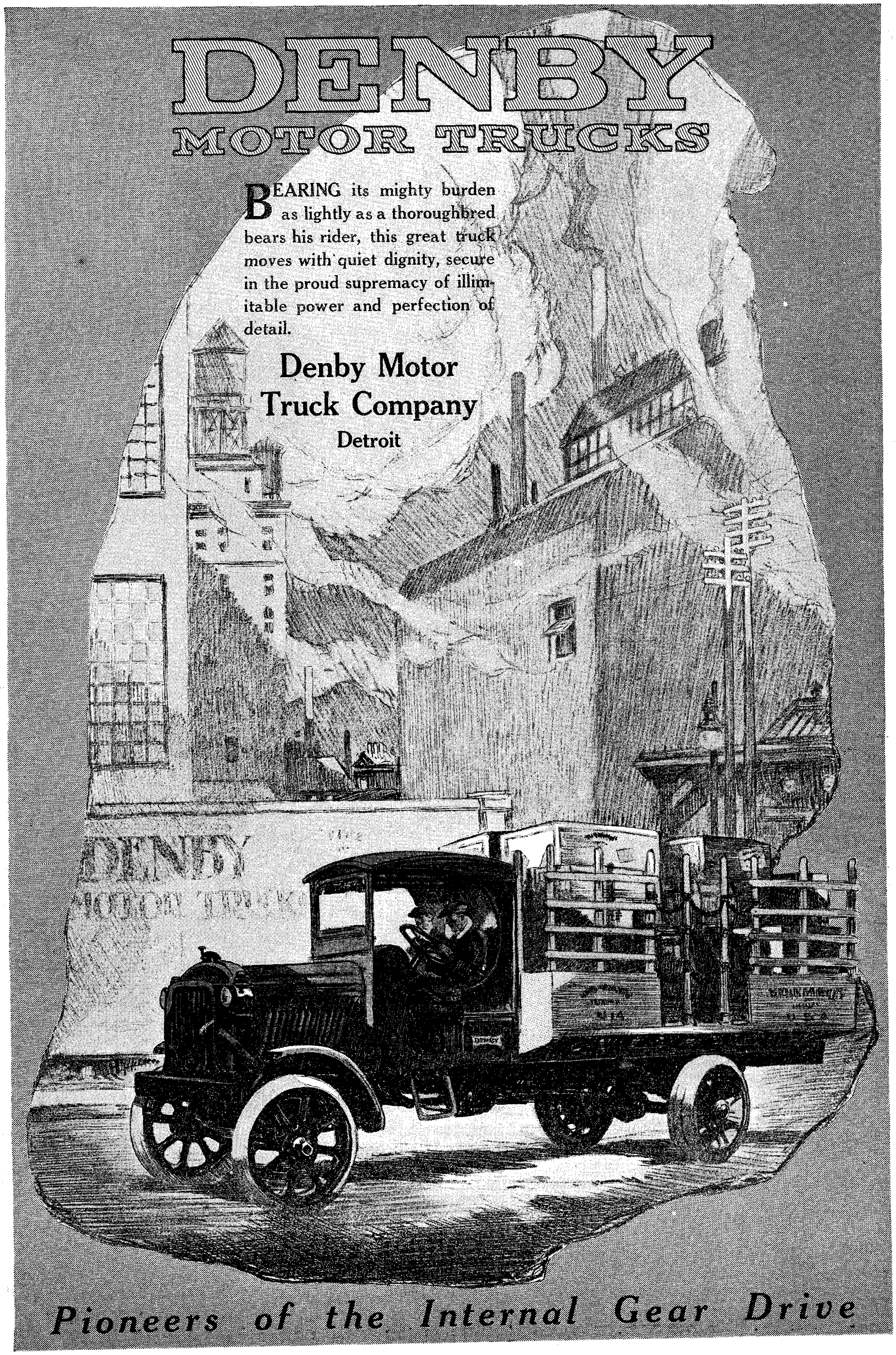
THE WAHL COMPANY, 1800 Roscoe Street, Chicago, Illinois, U. S. A.
EASTERN OFFICE: Astor Trust Bldg., 501 5th Ave., New York
BERT M. MORRIS COMPANY, 444 Market Street, San Francisco, Cal.
Western Representatives for Tempoint Fountain Pens and Eversharp Pencils
CANADIAN REPRESENTATIVES: Rowland & Campbell, Ltd., Winnipeg, Manitoba

DEALERS: Write for Tempoint catalog and interesting data on this new idea of selling by the handwriting chart

The perfect writing insignia of the world's two greatest writing aids, the Tempoint Pen and Eversharp Pencil.

TEMPOINT

THE PEN WITH THE TEMPERED POINT
Right-Hand Mate to the famous Eversharp Pencil



DENBY
MOTOR TRUCKS

BEARING its mighty burden as lightly as a thoroughbred bears his rider, this great truck moves with quiet dignity, secure in the proud supremacy of illimitable power and perfection of detail.

Denby Motor Truck Company
Detroit

Pioneers of the Internal Gear Drive

CURRENT EVENTS

PEACE PRELIMINARIES

July 30.—The Foreign Affairs Committee of the Belgian Chamber of Deputies passes favorably upon the question of the ratification of the Peace Treaty.

July 31.—The King of England gives his assent to the Peace Treaty and the Anglo-French Treaty, which thus become law, according to advices from London.

CENTRAL POWERS

July 30.—A report from Berlin states that a German tribunal will inquire into and fix the responsibility for the war. It will be empowered to pronounce only upon the question of guilt, and will not impose punishment.

July 31.—A Vienna report states that the Austrian Cabinet, headed by Dr. Karl Renner, decides to resign.

August 1.—The German National Assembly, according to Berlin advices, approves the new German constitution by a vote of 262 to 75.

August 2.—A Vienna dispatch states that Bela Kun's Hungarian *Soviet* Government is overturned as the result of the Allied refusal to make peace and the crushing defeat of the Red Army by the Roumanians.

August 3.—A report from Coblenz to Paris states that the Prussian Government plans the organization of a new and separate police force, to consist of from 100,000 to 300,000 trained soldiers, solely to suppress disorder.

August 4.—Budapest is occupied by Roumanian troops advancing from the river Theiss, says a report from that city.

August 5.—Roumanian troops now occupy all parts of Budapest, according to dispatches to Berlin from the Hungarian capital. A new government has been formed at Budapest known as the Hungarian People's Republic, the principal feature of which is a change from the *Soviet* system to social democracy.

AFFAIRS IN RUSSIA

July 30.—According to advices from London, General Denikine, the Russian Commander, gains an important victory over the Bolsheviki, capturing the town of Kamishin on the Volga, taking 5,000 prisoners, a number of guns, and large quantities of material.

August 1.—It is reported from London that Admiral Kolchak is preparing to move the seat of his government from Omsk to Irkutsk, 800 miles to the east.

August 2.—A massacre in the Jewish quarter of Odessa has been carried out by the troops of General Gregorieff, the Russian anti-Bolshevik leader, now occupying that city, according to advices received in London.

August 3.—A wireless to London states that the town of Onega on the north Russian front has been bombarded and captured by anti-Bolshevik forces.

FOREIGN

July 30.—Turks and Tatars are moving upon the Armenians from three sides, says a Paris report. They have cut off the American relief-supplies and threatened all the Armenians with extermination unless additional military protection is afforded.

A number of the leaders in the recent revolution in Honduras are reported from San Juan del Sur to have been imprisoned.

July 31.—An immediate strike of the London police has been decided upon, says a report from that city. The grievance of the police is the bill before Parliament reorganizing the department and prohibiting the Police Union

Sketched at the offices of The New York Edison Company

Your office should have them

YOUR employees would greet dixie cups with a smile. You would, too, if you realized what they mean in the way of better health and increased efficiency.

How often has a bad cold run right through your force, keeping several at home for a day or a week? *Ask the old "office glass"!* And there are your business callers, coming in hot and tired these summer days—they like to meet dixies in an office. In fact, from many angles business to-day calls for

DIXIE cups

Made from the purest, whitest paper and *unwaxed*—they come to you untouched by human hands or lips.

Their cost is insignificant—four-tenths of a cent a day per person is the actual average in tens of thousands of business offices using dixie cups. Pretty cheap health insurance, isn't it? And we'll prove it if you'll send us your name on the coupon below.

INDIVIDUAL DRINKING CUP COMPANY INC.
Original Makers of the Paper Cup
220-228 West 19th Street
New York

INDIVIDUAL DRINKING CUP COMPANY INC. New York.

Gentlemen:—I should like information regarding dixie service for....................

....
(Nature of Business)

Name..

Address..

The Inland *Spiral* Cut

—is the *exclusive* Inland patented principle of construction that makes Inland One-Piece Piston Rings absolutely *gas-tight*. For fuel economy —for smooth-running, dependable, unvarying power—for longer motor life—equip your car with Inlands.

The Inland cannot gap at any point. There is no possible escape for the exploding gas that drives your engine. You get the *full power* of every ounce of pressure. The Inland *uncoils* in a perfect circle—and its entire circumference is of equal width and thickness. Because of the Inland process of *heat treatment*, the Inland Piston Ring is of *uniform* structure at all points—so the wear on the ring, as well as on the cylinder walls, is even all around, giving perfect and *complete* gas-tight contact *at all times*.

If you are not using Inlands, put them in your motor today.

Inlands are for every type of internal combustion motors—**automobiles, trucks, tractors, stationary engines and marine engines.**

Less fuel, less oil—more power, longer life to your motor—are Inland *results*. The superiorities of Inland construction are patented. You cannot get them in any other ring at any price.

Get Inlands from your dealer—or at garages everywhere.

Inland Machine Works, 1636 Locust Street, St. Louis, Mo.

INLAND

ONE-PIECE PISTON RING

from affiliating with labor unions, and also prohibiting policemen from going on strike under any circumstances.

According to an official report received by the Japanese Embassy in Washington, a clash recently took place between Japanese and Chinese troops at Kwang-Cheng-Ku, in which sixteen Japanese officers and men were killed and seventeen Japanese soldiers were seriously wounded. The Chinese losses were not given.

Six divisions of Turkish troops in Asiatic Turkey, under Kemay Pasha, are threatening an attack upon the Allied forces, says a Paris report.

August 1.—A San Salvador report states that the entire eastern part of Honduras has risen in revolt against the Government of President Bertrand.

August 2.—Looting and rioting take place in Liverpool as a result of the strike of policemen, it is reported from that city.

August 3.—Strike disorders continue in Liverpool, according to advices from that city. Elaborate military preparations have been made to protect the city against outbreaks on the part of the strikers, several thousand troops being quartered at various points.

Belgium buys all the American supplies in that country for $20,000,000, according to a Brussels dispatch.

August 4.—Riotous crowds are driven from the streets of Liverpool by troops charging with fixt bayonets, says a report from that city.

August 5.—The Prince of Wales sails for Canada on board the cruiser *Renown*.

A dispatch from Tokyo says that the Japanese Foreign Minister issues a statement to the effect that Japan does not intend to claim any rights affecting the territorial sovereignty of China in Shantung.

According to a dispatch from Buenos Aires, diplomatic relations between Great Britain and Argentina are delicate as a result of the purchase by the latter country of a German steamship.

The Chilean Senate unanimously approves the entrance of Chile into the League of Nations, says a report from Santiago.

DOMESTIC

July 30.—Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, on behalf of that organization presents to President Wilson a statement asking for an increase of wages to meet the mounting cost of living.

The War Department decides to offer for sale, direct to consumers, its present available supply of surplus foodstuffs.

Under an agreement between the State Department and the French Government, no bodies of American soldiers who fell in France are to be returned until all American troops have been withdrawn.

The House Committee on Military Affairs reports favorably on the bills authorizing the appointment of Gens. John J. Pershing and Peyton C. March, Chief of Staff, to the permanent rank of General.

July 31.—Governmental machinery is set in motion to relieve the high cost of living. President Wilson is considering the problem in connection with the demands made by the railroad men for higher wages, and in the Senate and House resolutions are passed to investigate the cause of existing price-levels, to reduce the volume of currency in circulation, to stop speculation in food, and to sell this year's wheat crop at market prices instead of at the government guaranty.

Government control of telegraph and telephone property ceases and at the same time a twenty per cent. reduction

The "Yellow Chassis" Trucks—that serve so well

REPUBLIC
TRUCKS

The Shield of America's Greatest Motor Truck Service

—a truck is no more efficient than the service that goes with it.

—this is something you must bear in mind when selecting your truck.

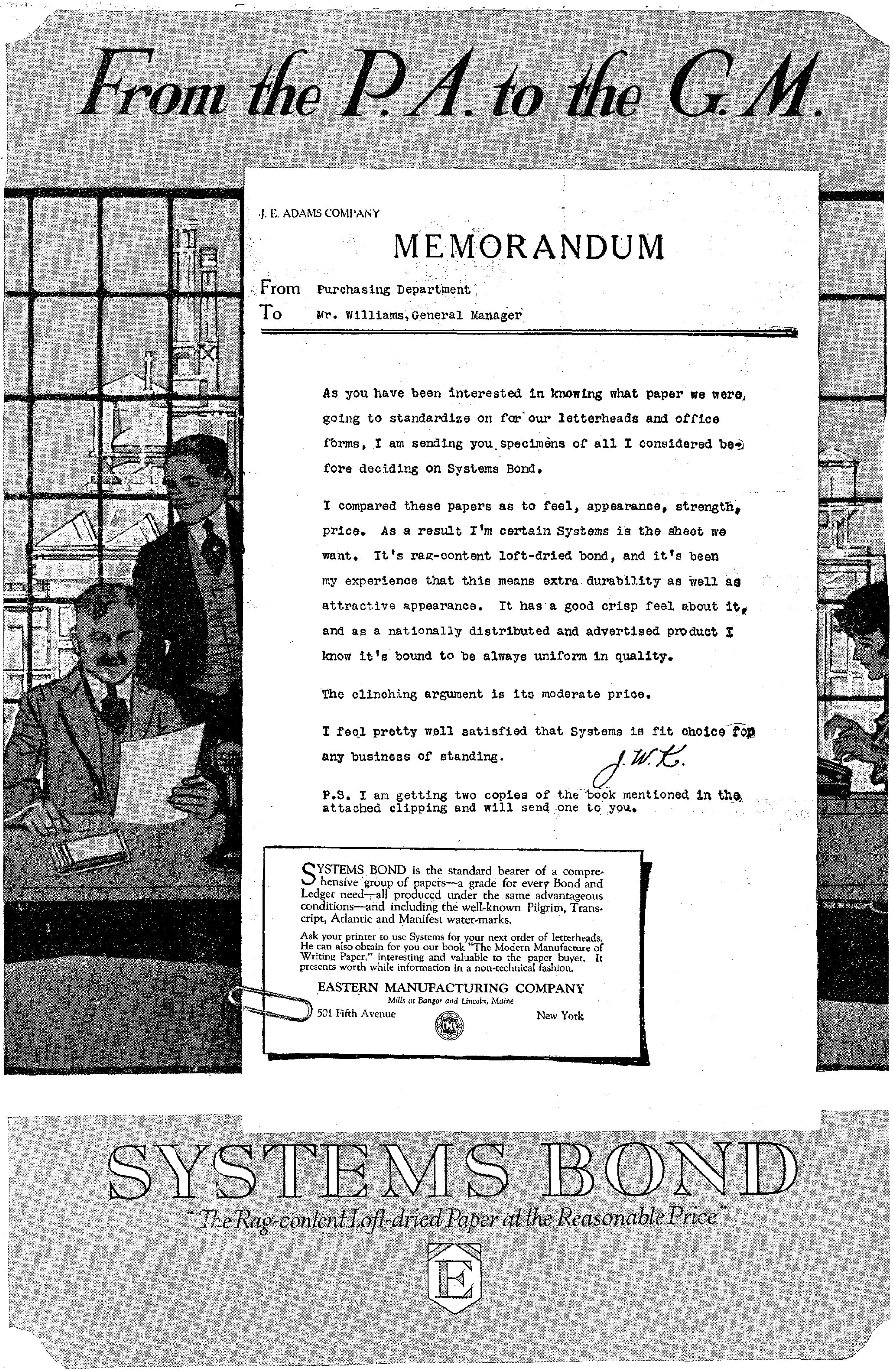
—let the famous Republic shield be your protection.

—it isn't merely a "sign" pasted on a window; it means a fully equipped service organization, amply stocked with parts—always at your service and in your service.

—think this over seriously before you buy.

There are more than 1400 Republic Service Stations in this country alone—in practically every city, town and community. Republic Service is maintained in thirty foreign countries. Republic satisfaction is world-wide.

REPUBLIC MOTOR TRUCK CO., INC.
ALMA, MICHIGAN



From the P. A. to the G. M.

J. E. ADAMS COMPANY

MEMORANDUM

From Purchasing Department
To Mr. Williams, General Manager

As you have been interested in knowing what paper we were going to standardize on for our letterheads and office forms, I am sending you specimens of all I considered before deciding on Systems Bond.

I compared these papers as to feel, appearance, strength, price. As a result I'm certain Systems is the sheet we want. It's rag-content loft-dried bond, and it's been my experience that this means extra durability as well as attractive appearance. It has a good crisp feel about it, and as a nationally distributed and advertised product I know it's bound to be always uniform in quality.

The clinching argument is its moderate price.

I feel pretty well satisfied that Systems is fit choice for any business of standing.

J. W. K.

P.S. I am getting two copies of the book mentioned in the attached clipping and will send one to you.

SYSTEMS BOND is the standard bearer of a comprehensive group of papers—a grade for every Bond and Ledger need—all produced under the same advantageous conditions—and including the well-known Pilgrim, Transcript, Atlantic and Manifest water-marks.

Ask your printer to use Systems for your next order of letterheads. He can also obtain for you our book "The Modern Manufacture of Writing Paper," interesting and valuable to the paper buyer. It presents worth while information in a non-technical fashion.

EASTERN MANUFACTURING COMPANY
Mills at Bangor and Lincoln, Maine
501 Fifth Avenue New York

SYSTEMS BOND

"The Rag-content Loft-dried Paper at the Reasonable Price"

in the rates of the Postal Telegraph Company becomes effective.

A sweeping bill for universal military training is introduced simultaneously in the House and the Senate.

August 1.—Oscar Hammerstein, veteran impresario, dies at Lenox Hill Hospital, New York.

The demands of railroad employees for more pay are so pressing that President Wilson asks the House of Representatives to abandon a proposed recess of five weeks and to remain in Washington to consider the creation of a commission to determine all questions concerning the wages of railway workers. The House votes to comply with the President's request.

The Federated Railroad Shopmen's Union issues a nation-wide strike order affecting 450,000 men. Thirty-five thousand men in the Southeastern district are already reported to have walked out.

Chicago street-car men vote to end their strike and service will be resumed immediately on both surface and elevated lines.

Chicago race-riots appear to have subsided after continuing for five days, during which time thirty-five persons were killed and 1,500 injured.

August 2.—Representative Sims, Democrat, of Tennessee, introduces a bill proposing government ownership of the railroads. The measure embodies the plan which has been indorsed by the Four Railroad Brotherhoods of the American Federation of Labor, and which was presented to Congressional committees recently by Glenn E. Plumb.

The House adopts a resolution authorizing President Wilson to convene an International Labor Conference in Washington in October.

More than 250,000 railway shopmen are said to be idle as a result of the strike called by the Federated Railway Shopmen's Union, according to statements of leaders of that organization after receiving reports from all sections.

August 3.—The Los Angeles home of Oscar Lawler, former Assistant Attorney-General of the United States, is destroyed by a bomb supposed to have been placed in revenge for the part Mr. Lawler played in the prosecution of a group of dynamiters at Indianapolis several years ago.

August 4.—Secretary Baker presents to the Senate and House Military Committees a recommendation for a system of Universal military training of three months for all eligible youths in their nineteenth year.

Leaders of the railway employees, representing fourteen unionist organizations, inform Director-General Hines that the Plumb plan for government ownership and democratic management of business must not be limited to the railroads but must eventually be extended to coal, steel, packing, and all the other basic industries of the nation.

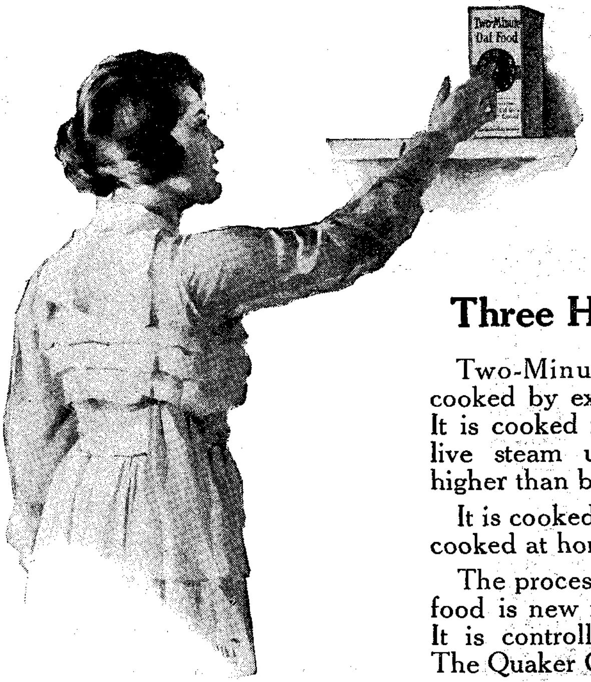
A national strike of 100,000 post-office workers is threatened if Congress fails to act on demands of the post-office clerks for higher wages and improved working conditions.

August 5.—Government agencies, working to reduce the cost of living and to allay the country's unrest, reach the following decisions: President Wilson will address a message to Congress recommending legislation to aid in reducing the cost of living; agents of the Department of Justice are ordered to ferret out all hoarders of necessaries and profiteers, who will be prosecuted under the Food Control Act Director Barnes, of the grain corporation, decides to maintain the Government's guaranty of $2.26 per bushel for wheat as a "reserve protection against a higher price later."

Two-Minute Oat Food

Already Super-Cooked

A Six-Dish Package FREE



One-half cup stirred in boiling water makes five hot, flavory dishes in two minutes.

We Cook It

Three Hours for You

Two-Minute Oat Food is cooked by experts in our mills. It is cooked for three hours by live steam under pressure at higher than boiling heat.

It is cooked as oats cannot be cooked at home.

The process is patented. The food is new in form and flavor. It is controlled exclusively by The Quaker Oats Company.

It results from many years of effort to bring you an ideal oat dish, ready-cooked, to be served hot and fresh in two minutes.

From the Pantry to the Table In Two Minutes

Kept Fresh

By Evaporation

After cooking the oats are evaporated. All the flavory freshness is thus kept intact.

You simply stir them in boiling water. In less than two minutes they absorb the water, and you have a hot, delicious oat dish seemingly just cooked.

One cup makes five cups, or about eight dishes. A 15-cent package makes 20 dishes. So the food is economical.

Now you can have your oats for breakfast, no matter what your hurry. And for people of all ages it's the greatest food that grows.

The Quaker Oats Company

Try It At Our Cost

If You Wish to Do So Before Buying

Mail the Coupon

3183

6-Dish Package Free

The Quaker Oats Company
1706 Railway Exchange, Chicago, Ill.

Mail me a Six-Dish Package of Two-Minute Oat Food free.

....

....

....

Most

NON SKID NON SKID NON SKID
Firestone

Miles *per* Dollar

and the "Word of Honor"

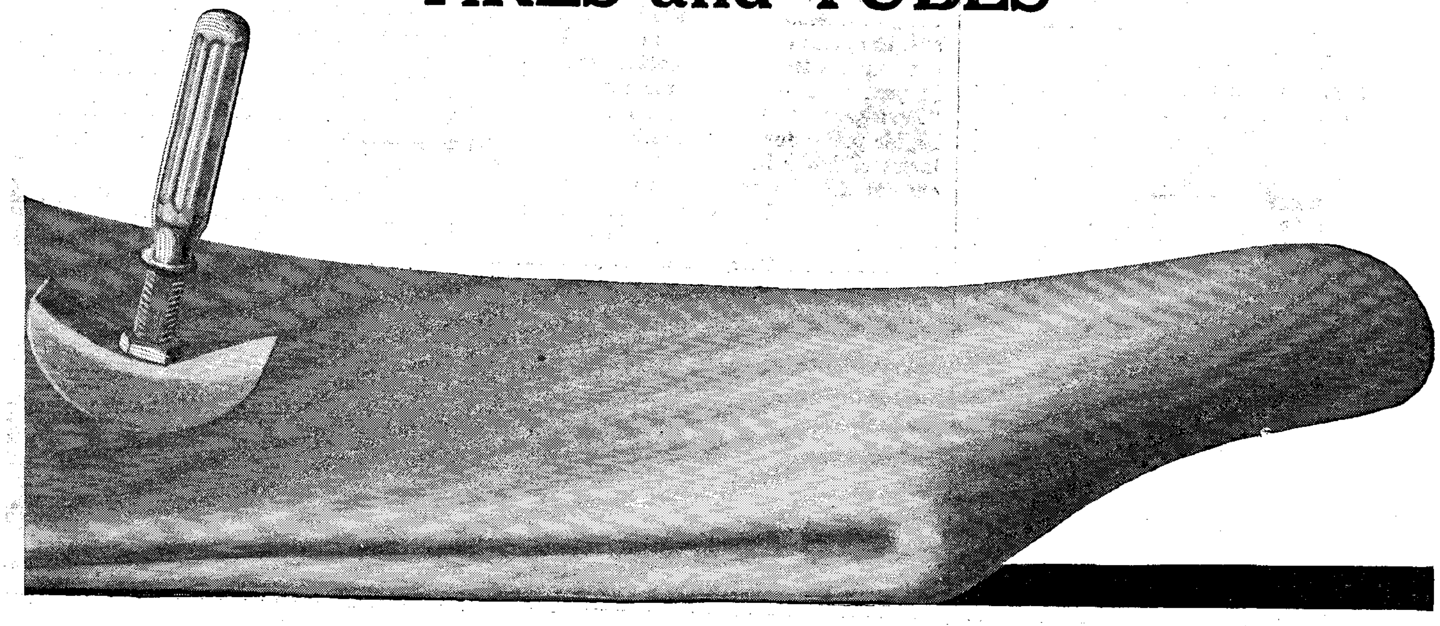
THEY go together and the name stands for both—the name of Harvey S. Firestone, President of the Company.

Specify this name when you buy a tire or tube; it means the *personal* element in service, the Word of Honor in tires and tubes.

Everybody's honor! Not only of the man who pledges his name but of every worker in the Factory. 90 per cent of them own stock in the business, and have a personal object in satisfying you. They stand or fall by the product.

Firestone

TIRES and TUBES



INVESTMENTS - AND - FINANCE

A "BANNER YEAR" IN OUR FOREIGN TRADE—CAN SUCH PROSPERITY LAST LONG?

In the fiscal year which ended in June, the foreign commerce of this country broke all records, both imports and exports being the largest on record. For the first time in our history the grand total exceeded $10,000,000,000. Commenting on this fact, a recent bulletin of the National City Bank noted that our "favorable trade balance exceeded that of any earlier year"; while the closing month, June, "wound up the spectacular record with a total trade of $1,211,282,450, an average of nearly $50,000,000 a day in the twenty-six business days of the month." Moreover, "the value of the merchandise forming the foreign commerce of the United States in the fiscal year 1919 was one-half as large as that forming the entire international trade of the world in the year preceding the war." In detail the writer says further:

"The exact record of this remarkable year in our trade was imports, $3,096,000,000 against the former high record of $2,945,655,000 in 1918; exports, $7,226,320,000 against the former high record of $6,290,048,000, in 1917; the grand total, $10,322,460,000 against the former high record of $8,949,404,000 in 1917. The excess of exports over imports, or 'favorable trade balance,' was $4,129,000,000, against $3,630,639,000 in the former high record year of 1917. The favorable trade balance in the five years since the beginning of the war is greater than in the 125 years preceding the war. The gold imports in the past five years aggregated $1,823,000,000 and the gold exports $785,000,000, making the net importation of gold in the five years $1,038,000,000. The excess of exports of merchandise in the same five-year period was $13,963,000,000, this difference between net exports of merchandise and net imports of gold being largely offset by the Government's credits of $10,000,000,000 to our European Allies.

"Contrary to the usual supposition, foodstuffs do not hold first place among the great groups of articles exported. Manufactures showed a larger total in the export record of the year than did foodstuffs. In fact, manufactures exported were more than three times as great in value as in the year preceding the war, while foodstuffs, which formed an unusually large total, fell far below that of manufactures. Basing an estimate for the full year upon the detailed figures of eleven months and the grand total for the twelfth month, it appears that manufactures exported amounted in the full year to about, $3,250,000,000, while foodstuffs were apparently about $2,500,000,000 and manufacturing material $1,250,000,000, tho these are necessarily approximations, since figures as to the detail of the closing month's operations are not yet available. On the import side, raw materials for use in manufacturing are the largest factor, while finished manufactures imported are unusually low, forming but about 13 per cent. of the total imports against 24 per cent. in the year preceding the war, this reduction being due in large part, says the Bank's statement, to the fact that the section of the world from which we formerly drew most of the manufactures imported—Europe—has now little to sell, and as a result our total imports from Europe last year were less than one-half those prior to the war, despite the much higher prices which now prevail. Exports to Europe, however, are phenomenally large despite the fact that it has little to send to us in exchange, and the total value of our exports to that continent in the fiscal year 1919 will aggregate about $4,500,000,000 against $1,486,000,000 in the year preceding the war. Exports to North America have doubled during the war, those to South America trebled, and those to Asia quintupled."

Appended to the above statement is a table showing the growth of our foreign trade from 1790 to 1919, the figures being in millions with one decimal:

	Imports		*Exports*		*Excess of*	
	Domestic	*Foreign*		*Total*	*Imports*	*Exports*
	Million	*Dollars*	*Million*	*Dollars*	*Million*	*Dollars*
1790.....	23.1	19.7	.5	20.2	2.8	....
1800.....	19.2	31.8	39.1	71.0	20.2	....
1810.....	85.4	42.4	24.4	66.8	18.6	....
1820.....	74.5	51.7	18.0	69.7	4.8	....
1830.....	62.7	58.3	13.1	71.7	...	8.9
1840.....	98.3	111.7	12.0	123.8	...	25.4
1850.....	173.5	134.9	9.5	144.3	29.1	....
1860.....	353.6	316.2	17.3	333.6	20.1	....
1870.....	435.9	376.6	16.1	392.8	43.2	....
1880.....	667.9	823.9	11.7	835.6	...	167.7
1890.....	789.3	845.3	12.5	857.8	...	68.5
1900.....	849.9	1,370.8	23.7	1,394.4	...	544.5
1913.....	1,813.0	2,428.5	37.3	2,465.9	...	652.9
1914.....	1,893.9	2,329.7	34.9	2,364.6	...	470.6
1915.....	1,674.2	2,716.2	52.4	2,768.6	...	1,094.4
1916.....	2,197.9	4,272.2	61.3	4,333.5	...	2,135.6
1917.....	2,659.3	6,227.2	62.0	6,290.1	...	3,630.7
1918.....	2,945.7	5,838.7	81.1	5,919.7	...	2,974.1
1919.....	3,095.6	7,084.9	*140.0	7,224.9	...	4,129.1

*June estimated.

Notwithstanding this extraordinary showing, as well as the present promising outlook for fall business, another bulletin, issued by the same bank, has noted that "there is much that is unsatisfactory in conditions to one who looks beyond the immediate future," of which the more serious is "the unfavorable turn in the crops" at a time when "what is wanted above everything else to relieve the strain under which society is laboring all over the world is normal supplies of food and clothing materials." Inasmuch as the costs of these necessities enter into all other costs, "they are the basis upon which the whole industrial structure rests." The calculations of some experts have shown a surplus of grain at the end of the present crop year, but in spite of them we are confronted with the fact that the change in crop prospects during July sent wheat up twenty-four cents a bushel in Minneapolis and nearly as much in Winnipeg, Kansas City, and Buenos Aires. Flour at the same time advanced about one dollar per barrel, and wheat in Argentina was "practically on the guaranteed level of the United States, and the price of corn holds out no hope of cheaper meats." The cotton crop, due in part to a campaign for restriction, is "inadequate." Clothing, as a result of higher prices for raw materials, shortened hours of labor in the mills, and wage increases all the way up to the finished goods, "will be dearer, and the same is true of shoes." As to what these conditions mean for the future, the writer proceeds to say:

"These conditions afford no hope of lower costs or prices in any direction in the near future. But that is not all: another cycle of wage advances, carrying the general level above that of the war-period, is under way, accompanied by demands for shorter hours, and often by agitation intended to hamper industry and reduce efficiency.

"We freely allow the justice of wage increases which are required to maintain the standard of living. We have held consistently that a decline in foodstuffs, which constitute the largest item in living costs, must lead the way in any movement to lower wages and general prices. The situation, however, is plainly abnormal and becoming more complicated and difficult of restoration to the normal state The war caused enormous interruption of industry, which was primarily responsible for the change in wages and prices The war is over but industry is disorganized and production has made but slight recovery in the countries most affected It is impossible to accomplish a rapid readjustment of wages and prices backward to the former level, but it is important to keep in mind that the primary influence which brought about the change has passed away, and that as industry is resumed everywhere the tendency will have to be in that direction, rather than upward from the war-level.

"Allowance must be made for the existing state of credit inflation. It cannot be cured immediately; it can be cured only by industry and economy, the proc ess of building up solid wealth under the top-heavy structure. After the Civil Wa the policy at first adopted of bringing th volume of circulating credit down to norma proportions was abandoned in favor of th policy of keeping that volume fixt while the business of the country grew up to it The result was the same in the end, but the operation was spread over more time. To-day the production of gold is being reduced by the low value of gold as compared with commodities, and at the same time the consumption of gold in the arts is increasing. In short, gold is becoming more valuable as a commodity than as money. The output of gold in the United States in the current year will be nearly all taken by manufacturing jewelers, and mining men say that next year the banking reserves will be drawn upon by that demand. With gold growing scarcer and commodities more plentiful, the tendency must be to a restoration of the old relationship.

"The theory that wages and prices must be permanently higher in order that the situation of the wage-earning class may be improved begs the whole question. It is the old attempt to lift oneself to a higher level by pulling on one's own bootstraps. The condition of the masses can not be improved by raising the cost of everything they consume, or by any policy that reduces the production of those things.

"The present movement, in which the various social groups are trying to raise prices on each other, has none of the features of orderly, natural progress. It is not the kind of progress which brings benefits to all classes, the timid, weak, and uninformed, as will the strong and aggressive. The advantages are all with the powerful, the highly organized, and those who happen to hold the most strategic positions in the social organization—the positions which correspond to the mountain passes and river crossings of the middle ages. Without criticizing those who are striving only to hold their own in the struggle, this is not social justice.

"Thousands of wage-earners and salaried people are not able to hold their own in such a struggle. Note the position of the great army of school-teachers and public servants. The traders and business classes can usually take care of themselves, but the class of people who have avoided risks and put their savings into savings-banks or bonds and mortgages, or building and loan associations, or life-insurance policies —any investment which has promised a limited and safe return—are the victims. The retired farmer or business man, who for the sake of safety has converted the accumulations of a lifetime into a low-interest bearing mortgage, finds the purchasing power of his income cut in two.

Financed largely by public utility bonds, American electric companies in 12,500 communities turn night into day, supplying illumination to 7,000,000 American homes. Other public utility companies are constantly weaving a closer fabric of telephone and telegraph wires throughout the country. Thanks to public utility companies, 50,000 miles of electric railways reach out from cities, improve real estate values and draw town and country together both socially and commercially. Needed by the people, backed by the people, the great public utilities represent the investment and the savings of the people.

Bonds—*How to choose them*

SUPPOSE you have money to invest and are looking for Public Utility bonds or other types of investment securities of high character.

Before buying you will naturally wish experienced advice. A representative of The National City Company, schooled in our business and competent to discuss your particular investment needs, is within easy reach.

We have correspondent offices in 50 leading cities, prepared to submit to you Local, National, and Foreign Bonds and Short Term Notes.

Consultation with us on investment matters, it should be made clear, involves no obligations on your part. We are gladly at service when you wish to put your money into bonds. Also feel free to call upon us when you have investment questions to ask or wish specific facts about a particular bond issue.

Meanwhile, we shall be pleased to send you our current list of investment securities, if you will write for D-107.

THE NATIONAL CITY COMPANY
NATIONAL CITY BANK BUILDING
NEW YORK

You will find a National City Company Correspondent Office in 50 of the leading cities of the country.

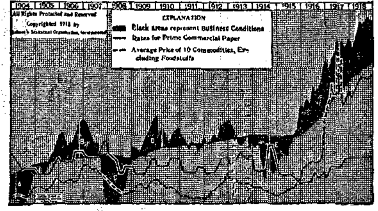
In each of these offices you can purchase Government, Municipal, Railroad, Industrial and Public Utility Bonds of the highest character.

Each of these offices is equipped to render unusual service to investors generally, and to bond buyers in particular.

The National City Company

National City Bank Building, New York

BONDS
SHORT TERM NOTES
ACCEPTANCES



Watch Your Opportunities!

There are plenty of business opportunities these days but you must go after them. Indecision is a handicap. Get the facts and get busy. Babson's Reports supply all the reliable business data such as you need.

Avoid worry. Cease depending on rumors or luck. Recognize that all action is followed by equal reaction. Work with a definite policy based on fundamental statistics.

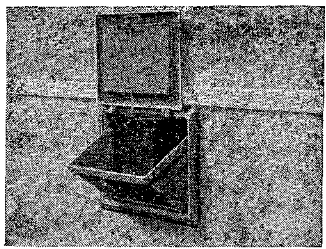
Particulars free. Write Dept. G-43

Babson's Statistical Organization
Executive Block Wellesley Hills, Mass.
Largest Organization of its Character in the World

GUMMED LABELS

The next time you need labels—*no matter what kind*—write us on your letter head and we will send you samples FREE. We have the largest exclusive gummed label plant in the world and we can really save you money. No order is too large—none too small. Million lots a specialty.

FENTON LABEL COMPANY
506-512 Race Street, Philadelphia, Pa.



The Majestic Coal Chute

PROTECTS the sides of the building and foundation from nicks, scars and other marks caused by bounding coal or coal dust.

It enhances the value of your property and lessens depreciation.

Not in use, it sets flush with the building and admits daylight to the basement. Automatically locks itself. Easily opened from inside by pulling extended chain.

Constructed of cast semi-steel and boiler plate, it will last the life of any building.

Ask to have your architect include the Majestic in your home or building. Easily installed in homes already built.

Write for catalogue 12 and name of nearest dealer. Working drawings furnished free.

THE MAJESTIC CO.
170 Erie St., Huntington, Ind.

The widow whose inexperience and timidity restrict her investments is in the same class. Is the doubling or trebling of farm-products and farm-lands, while the mortgages on them are thus depreciated, in the interest of justice? The public utilities are almost in a state of financial ruin. Investment in the transportation business has practically ceased, and the holders of railroad stocks and securities do not know what the future has in store for them. These conditions do not furnish the basis for a state of permanent prosperity. We do not say the situation is critical, for the outlook for the immediate future is good."

Another writer, whose name has been familiar for many years in economic literature, Byran W. Holt, asks in *The Odd Lot Review*, "How long will prosperity last?" He declares that we shall have high and rising commodity prices and industrial prosperity "as long as we continue to finance Europe." Every billion dollars loaned to Europe—to be spent in this country—"makes a market for our goods, and usually at very profitable prices"; and while this money is being spent our mills and shops "will be busy, labor will be well employed at high wages, and our stores will do a thriving business, not only in foodstuffs, textiles, shoes, etc., but in such luxuries as jewelry, pianos, autos, and furs." But then will come a change:

"When Europe's credit is exhausted and we stop loaning to her, inflation will probably end, commodity-prices will decline, fewer wheels will revolve, labor will be less fully employed, wages will decline, our stores will sell less goods, and prosperity will have given way to adversity.

"We will probably continue to finance Europe for six months or a year. Probably within two weeks our financiers, bankers, and politicians will have agreed upon some plan (probably partly public and partly private) to loan three or four billions to European countries. This credit will quickly lower most rates of exchange and make a demand for goods that will mean great temporary prosperity for many of our manufacturers, farmers, and merchants and for some of our transporters.

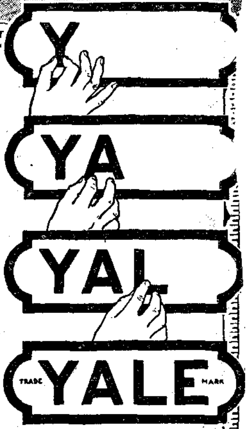
"As Wall Street usually anticipates known coming events by three to six months, my guess is that our European-derived prosperity will be discounted within the next two months and that the high average prices of industrial stock for the next year or two will be made in July or August of this year.

"I do not think that stocks will see their high prices soon simply because the Federal Reserve Board, acting as mentor for Wall Street, has decided to make money scarce for speculative purposes, but because it will take so much money to finance prosperity and the movement of big crops at record high prices that credit will soon be exhausted. Besides, it will become evident that we will *not* continue indefinitely to finance Europe and that our prosperity will be short-lived."

GERMANY'S LOSSES IN IRON AND STEEL UNDER THE PEACE TREATY

Figures prepared by a member of the British financial commission on the subject of Germany's losses in the iron and steel industry, as a result of the Peace Treaty, indicate, according to a dispatch from the British correspondent of *The Iron Trade Review*, as noted in the New York *Journal of Commerce*, a reduction by 74 per cent. in her iron-ore output, 32 per cent. in her coal industry, and the release to the Allies of 118 blast-furnaces and 141 foundries.

The loss of Alsace and Lorraine "involves



Build Now!

and build *right*.

WHILE you are planning, insure your money's worth by specifying "Yale" Builders' Locks and Hardware throughout the house, on front, rear and inside doors, everywhere in and about the house where Builders' Hardware must go.

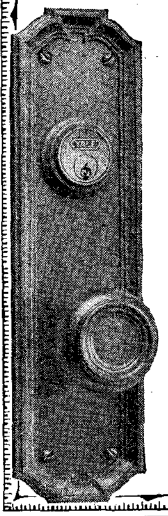
You get more than mere money's worth with "Yale."

You get protection positive, safeguarding your possessions and the lives of your family.

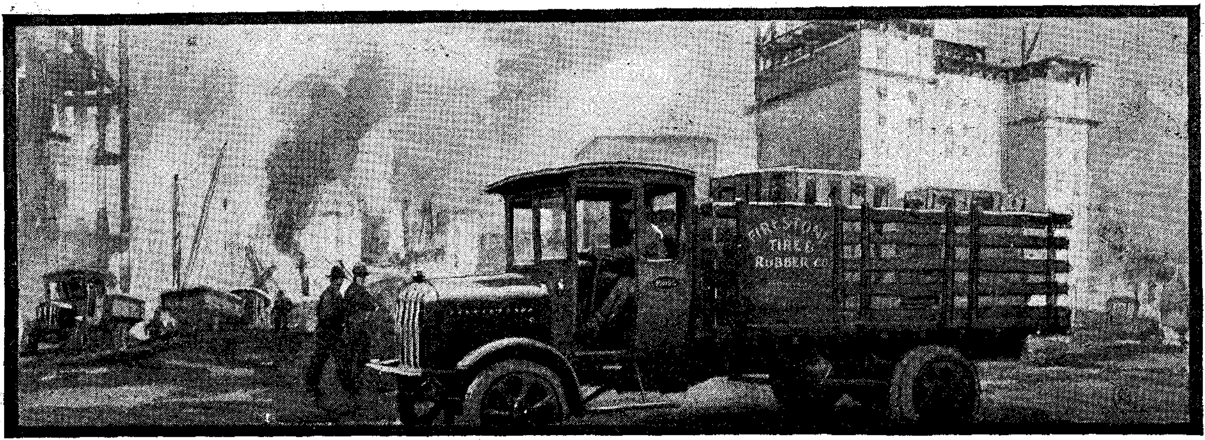
The finely conceived designs that are a delight to the eye—the perfect service—give you a sense of satisfaction that make you say to the visiting friend—"Our home is equipped with Yale Hardware."

See your architect and hardware dealer about Yale Builders' Locks and Hardware, *early*. They both know and appreciate Yale quality.

Every genuine "Yale" product bears the trade-mark "Yale"—see it on Yale Builders' Locks and Hardware, Night Latches, Padlocks, Door Closers, Cabinet Locks, Bank Locks, and Chain Blocks.



The Yale & Towne Manufacturing Company
9 East 40th Street
New York City
Chicago Office:
77 East Lake Street
Canadian Yale & Towne Ltd.
St. Catharines, Ont.



The Story of the Paige Truck

When our Government declared war against Germany, truck making was a rather inexact science. There were many good trucks on the market, but all of them possessed inherent weaknesses that were in process of correction.

So the War Department asked American truck makers to pool their resources and experience and concentrate, as a body, upon the production of a brand new model.

One result of this co-operative plan was the standardized army truck—a truly wonderful vehicle for the conditions which existed on and around the battle fronts.

Another result was a sweeping revision of ideas and methods in regard to truck engineering and designing.

Old mistakes were routed out and discarded over night—newer and better ideas were conceived, tested and applied with great success.

The *modern* truck had arrived.

At this time, fortunately, the Paige Truck was merely a blue print. There was no truck plant to be remodeled—no expensive machinery to scrap—no equipment to discard.

So our designers simply tore up that blue print and made a new one that included every advanced thought in the truck industry. Then new machinery was purchased and installed in a new factory for production.

Such, very briefly and incompletely, is the story of the Paige truck. To the intelligent man it must speak volumes, for it affirms that the Paige is a strictly modern product—the last word in efficient truck design.

It explains why this new unit of the Paige line has been so promptly accepted as "The Most Serviceable Truck in America."

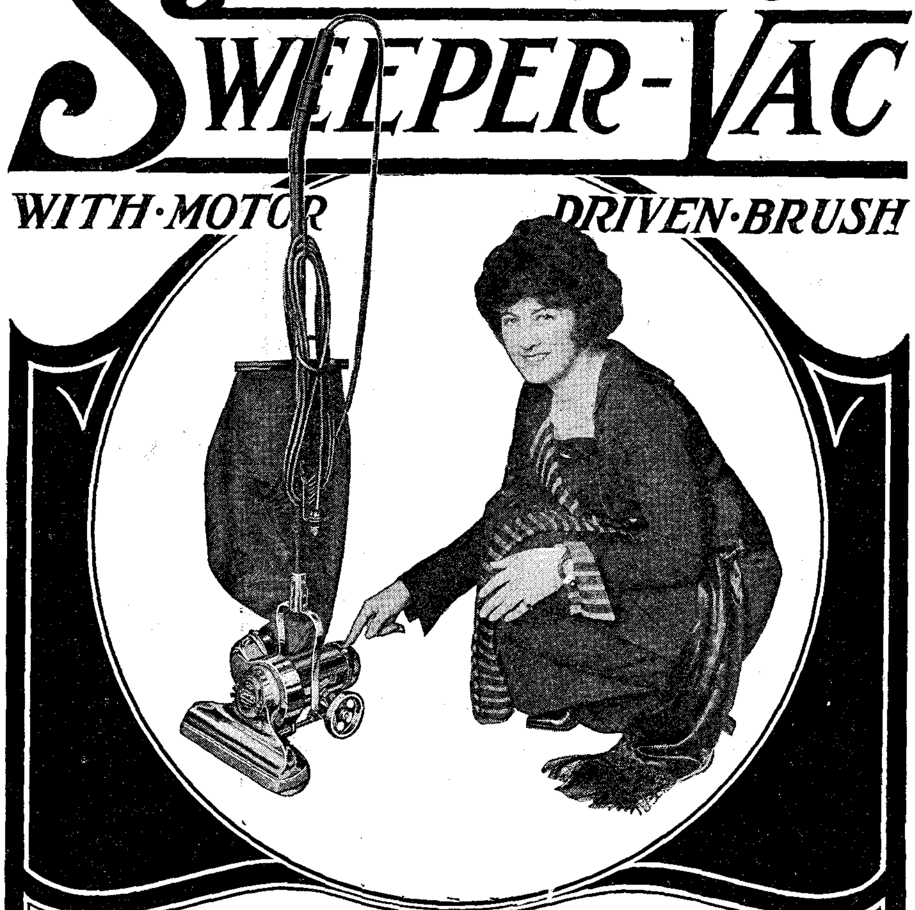
PAIGE-DETROIT MOTOR CAR CO., DETROIT, MICHIGAN

PAIGE

The Most Serviceable Truck in America

MOTOR TRUCKS

ELECTRIC
SWEEPER-VAC
WITH·MOTOR DRIVEN·BRUSH



Rest While You Work

With the ELECTRIC SWEEPER-VAC there is such a noticeable smoothness of operation that you actually feel at rest while you are cleaning with it.

Have your dealer let you try the ELECTRIC SWEEPER-VAC with Motor Driven Brush the next time you vacuum clean your home.

Ask for the CLEANER with the LEVER

TWO MACHINES IN ONE

Choose whichever you wish. One turn of the Lever gives it to you — either a vacuum cleaner with Plain Suction or one with Motor Driven Brush and Suction combined.

This Lever also gives light weight, ease of operation, dust-and-pin-proof belt, freedom from adjustment, the famous Worm Drive, and many other useful features.

Manufactured by the oldest concern of continuous standing in the vacuum cleaner market.

Cleaning **adapted** to the **rug** is the ELECTRIC SWEEPER-VAC way.

Good rugs are backed with glue sizing to keep them from buckling and to preserve them.

The ELECTRIC SWEEPER-VAC with Motor Driven Brush *respects* this glue sizing and avoids cracking it off by picking up the rug or beating it over a clothesline.

The ELECTRIC SWEEPER-VAC with Motor Driven Brush keeps the rug always flat against the floor.

The brush combs out all the lint, unmats the nap, vibrates it to dislodge the dirt, then the powerful suction goes way down into the nap and removes all grit and dirt.

Next time try the ELECTRIC SWEEPER-VAC scientific way of cleaning.

PNEUVAC COMPANY
Worcester Massachusetts

a deprivation out of all proportion to t geographical area and must have a gre effect on Germany's position in the futur an exporter of iron, steel, and machinery By losing Upper Silesia and Alsace-Lo raine, she also loses 32.7 per cent. of h coal output as it was in 1912; 72.4 p cent. of her iron-ore output as of 1912; 74 of her zinc and 37.8 of her blast-furnac In fact, it has been estimated that the c sion of territory in France, apart from t loss of Upper Silesia, "will reduce G many's annual prewar productions of st ingots from 20,000,000 to 14,000,000 to and increase France's capacity from 5,00 000 to 11,000,000 tons." Following is table which indicates in detail the los in output which Germany will suffer unc the Treaty:

	Alsace-Lorraine	*Silesia*	*German Empire*	*Percen Lost Germ*
Iron ore (tons 1912)	20,083,236	188,286	27,199,944	74
Metallic iron content	6,076,629	57,832	8,474,360	72
Blast - furnaces (1911)	*81	37	312	37
Iron and steel foundries (1911)	37	163	1,489	9
Hard coal (tons, 1912)	†16,173,016	41,074,632	174,875,297	3

* In Sarre and Lorraine. † In Sarre.

Further items in the *Iron Trade Rev* statement are these:

"Out of a total output of zinc of 301, tons in 1912, 225,175 tons came fr Upper Silesia, and this loss is equa important from the point of view of m ufacturers. The number of blast-f naces in Sarre and Lorraine in 1911 w 81 and in Upper Silesia 37, the total re resenting a loss of 118 out of 312 in former empire. The loss of iron and s foundries will be 141 lost out of 1,489. 1913 the German export of iron produc including tin-plates, etc., was over £5 000,000 ($316,800,000), equal to 13.2 cent. of her total exports; and the exp of machinery and parts, including mo cars, was over £37,500,000 ($180,000,0 equal to 7.5 per cent. of her total expo Coal, coke, and briquets formed 7 cent. of her exports, woolen goods ab 3.9, and cotton goods, 5.6 per cent.

"Germany will still be able to im iron ore from Alsace-Lorraine and U Silesia, but her position will be very di ent. In addition to her own supplies imported for manufacture in 1913 c £11,000,000 ($52,800,000) worth of i ore, equal to 2.1 per cent. of her t imports, and it was from Great Brit she obtained the largest share of imports.

"The figures relating to British expo and imports in 1913 follow: To Germa £43,750,000 ($210,000,000), from Germa £71,800,000 ($344,640,000). Great Br ain was both the largest exporter and t largest importer. Her exports to Germa amounted to 8.1 per cent. of her total, a her imports from Germany, 14.2 per ce of the total. Germany's exports to t British Empire amounted to 18 per ce of the total.

"Naturally, there will be a great deal curiosity to see how this balance of trade affected, and reports which are expect soon to be made public may give some dication of the relative position of the t countries in the future. There will many gaps left by Germany in the worl markets to be filled up, and it seems lik that America must take a large share this business.

"Germany's overseas trade would ha to be expanded to not less than two or th times its previous scale to obtain an ann payment of, say, £500,000,000 ($2,40 000,000), proposed as a peace conditi and it is impossible to name the comm ities in which this large trade-expansi could take place without including th in which there is competition with Gr Britain."

Templar

The Superfine Small Car

THAT exceptional good taste which achieves at one stroke, both refinement and smartness of style, is expressed in Templar design.

The materials used are selected for efficiency and durability—of that high quality that achieves a low *final* cost rather than a *low* first cost.

Workmanship and finish are executed to contribute without stint to the high quality of a car that ranks with the finest examples of the car builder's art.

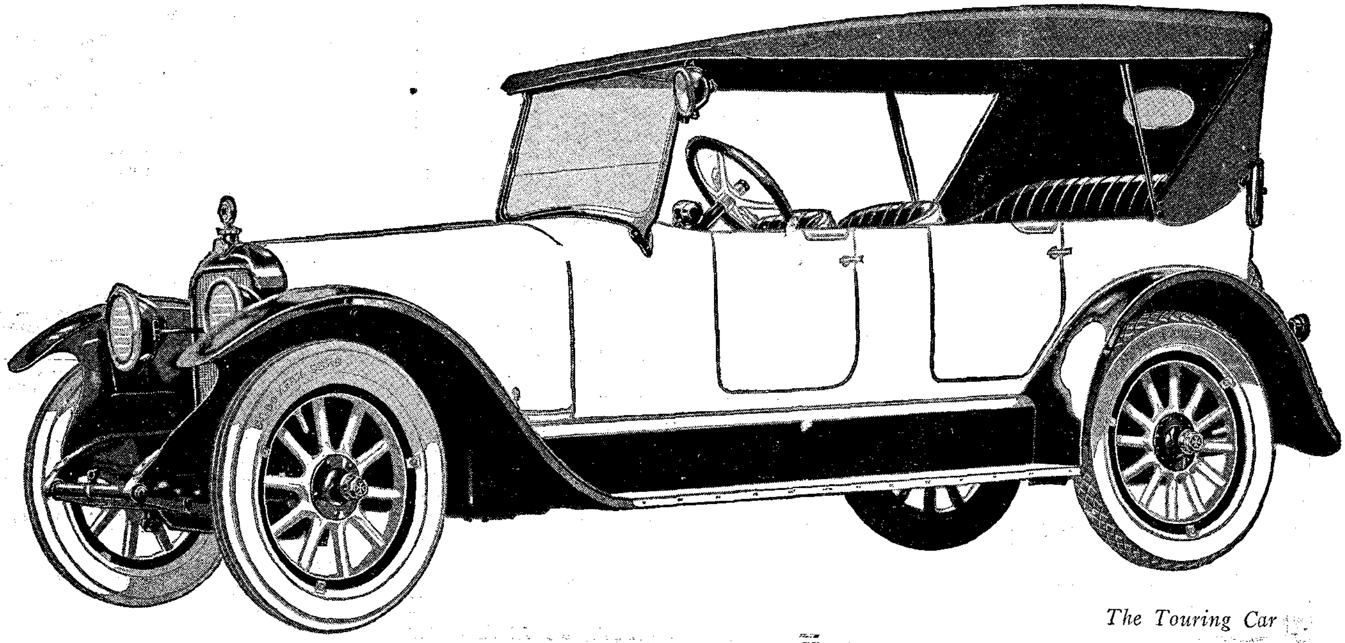
Its performance gives one just the thrill and enduring satisfaction expected in driving The Superfine Small Car.

Ask the dealer to show you The Templar.

Templar
Top-Valve
Motor

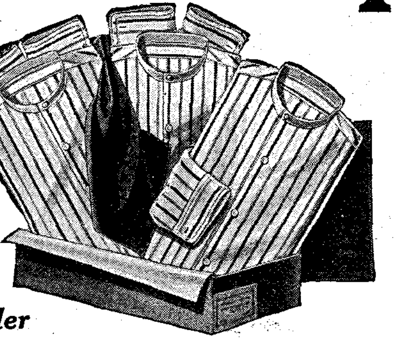
Five Passenger Touring $2485
Four Passenger Sportette $2485
Two Pass. Touring Roadster $2485
Five Passenger Sedan $3285
Prices f. o. b. Cleveland

The Templar Motors Corporation
2400 Halstead Street, Lakewood, Cleveland, Ohio



The Touring Car

Send only $1



Be Your Own Dealer

Secure Wholesale Rates

INTRODUCTORY OFFER so you can try these famous goods by mail. Price $5.10 for the set. On receipt of $1 we send three splendid shirts and handsome silk neck-tie parcel post C O.D $4.10 and postage.

Six Months' Wear Guaranteed

These shirts are made of finest white percale shirting fabric with neat stripes of blue, black, and lavender. One shirt of each color to the set. Cut in the popular coat style, cuffs attached, hand laundered and very fashionable. Standard sizes 14 to 17. Choose your color of tie. Money back if not pleased. Save time, order now and

WRITE for New Catalog DURATEX

as good as a smart New York store and get wholesale rates on fashionable hoisery, underwear, neckwear, soft and stiff cuff dress and sport shirts. Guaranteed for six months' wear or new garments free. You owe your pocketbook to send for it and be your own dealer and save dealers' profits on all you buy.

Wearer agents make extra money in spare time.

GOODELL & CO., 414 DURATEX BLDG., NEW YORK

Largest mail order wholesale haberdashery house in the world

No Hammer Needed

For hanging pictures, charts, calendars, prints, drawings, etc., in plaster walls or woodwork, use **Moore Push-Pins**, Glass Heads, Steel Points. Easy to insert and won't injure wall.

Sold by hardware, stationery, drug and photo supply stores everywhere. 10c per packet

Moore Push-Pin Co., 133 Berkley St., Philadelphia

Cuticura For Baby's Tender Skin

All druggists; Soap 25c, Ointment 25 and 50c, Talcum 25c, Sample each free of "Cuticura, Dept. 6 B, Boston."

HAY FEVER RELIEVED

SANITARY INVISIBLE "IT PREVENTS NATURE CURES" WORN IN NOSE

By the Carence Nasal Shield

A Scientific, Mechanical Device Designed Especially for the Relief from Hay Fever. Address

CARENCE NASAL SHIELD CO.
3330 Olive Street KANSAS CITY, MO.

Tennis Taught by an Expert

in **Modern Tennis**, by P. A. Vaile. A thorough, expert description of the principles and methods used by the International champions. 48 photographs of McLoughlin, Brookes, Williams, etc., in action. *Cloth, by mail, $2.16.* Funk & Wagnalls Company, New York.

THE SPICE OF LIFE

Such Is Life.—" What's the row?"

" The members of the committee are scrapping violently over the selection of a loving-cup."—*Worcester Gazette.*

Overdid It.—" What's this stuff?"

" Mock-turtle soup, sah."

" Well, tell that chef of yours he has carried his mockery too far."—*Detroit Free Press.*

Not Claiming Too Much.—" Are you the captain of your soul?"

" Sort of a second lieutenant," ventured Mr. Henpeck dubiously.—*Manchester Evening Gazette.*

How It Works.—" The door to success must be a revolving-door."

" Huh?"

" If you don't dive in quickly somebody will have you out on the sidewalk."—*Houston Post.*

Right Up to Date.—" Is this a strictly modern school for young women?"

" Judge for yourself."

" Well?"

" Dancing, motoring, aviation, and stump-speaking are featured in the curriculum."—*Birmingham Age Herald.*

Discriminating.—Artist—" Yes, I had a narrow squeak when I was painting that picture of the Sphinx. An Arab came up behind me and nearly stabbed me in the back."

Friend—" What! Are there art-critics in Egypt, too, then?"—*The Passing Show* (*London*).

Leading Him to It?—He—" My dear, I can't afford to buy you that hat."

She—" Still, you'd save money if you did."

He—" How do you make that out? "

She—" Because I shall fret myself ill if I don't get it, and you know what doctors' bills are ! "—*Tit-Bits.*

Repartee.—" Well ! well !" exclaimed Mrs. Talker, looking up from the morning paper. " Boots and shoes should be getting much cheaper now. Here's a paragraph that states that they are being made from all sorts of skins, even rat skins "; and then, trying to be funny, she added, " I wonder what they do with banana and orange skins?"

" Oh, my dear," replied her husband, " they make slippers!"—*Tit-Bits.*

"There's something about it you'll like"

On Sale Everywhere

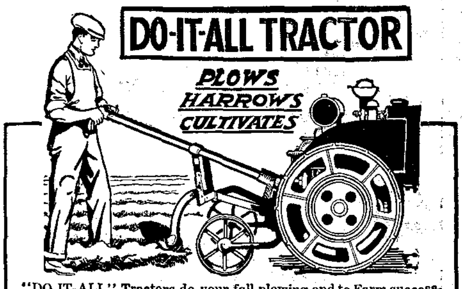
TRADE MARK

Herbert Tareyton London Smoking Mixture

Sample upon request

Falk Tobacco Co. 1784 Broadway, New York.

DO-IT-ALL TRACTOR



"DO-IT-ALL" Tractors do your fall plowing and to Farm successfully you must plow in the fall. "DO-IT-ALL" Tractors cost less to buy than the keep of a pair of horses. It has 6 h. p. on the belt. Operates **Horse Mowers, Lawn Mowers**, etc. Don't be a slave to a horse. Get more crops at less cost. Ask for Catalog 7.

Consolidated Gasoline Engine Co., 202 Fulton Street, New York City.

Investment Factors in MILLER Bonds

Bonds well secured by first mortgage on income-producing real estate, desirably located in leading Southern cities; serial maturity, 2 to 10 years.

Sinking fund established by the mortgagor to *meet payments of interest and principal;*

Interest and principal payable at the Guaranty Trust Company of New York, or the Third National Bank of Atlanta.

Income yield 7%.

"Miller Service" gives further details. Write for a copy and for our current offerings.

G. L. MILLER & CO., 130 Hurt Bldg., Atlanta, Ga.

Don't Breathe Dust

Tiny Nasal Filter aids breathing. Useful for HAY FEVER, Catarrh and Asthma.

$1 postpaid.

NASAL FILTER CO., St. Paul, Minn.

ENTER A BUSINESS of your own and earn big annual income in professional fees, making and fitting a foot specialty to measure; readily learned by anyone at home in a few weeks; easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. *Address* Stephenson Laboratory, 3 Back Bay, Boston, Mass.

FOR MEN OF BRAINS Cortez CIGARS -MADE AT KEY WEST-

Classified Columns

TRAVEL

CHRYSANTHEMUM SEASON
IN THE FAR EAST

Join the AMERICAN EXPRESS tour under personal escort leaving San Francisco October 17 for a wonderful visit to Japan and China at the best season of the year.

ROUND-THE-WORLD

extension of same tour. Write for itinerary.

AMERICAN EXPRESS
Travel Department
65 Broadway, N. Y. 23 West Monroe St., Chicago
Market & 2nd Sts., San Francisco

MISCELLANEOUS

DAUS' TIP-TOP DUPLICATOR, a leader for over 39 years, sells for $10.00. Neat, Clean, Reliable. 50 Copies from typewriting, 150 from pen. We invite comparisons. Send for descriptive circular and trial offer.
FELIX B. DAUS DUPLICATOR CO.
Daus Building, 111 John Street, New York

"MODERN" Duplicator—a business getter. $1.50 up. 50 to 75 copies from pen, pencil, typewriter. No glue or gelatine. 35,000 firms use it. 30 Days' trial. You need one. Booklet free. J. G. Durkin & Reeves Co., Pittsburgh, Pa.

Railway Traffic Inspectors; $110 a month to start and expenses; Travel if desired; Unlimited advancement. No age limit. Three months home study. Situation arranged. Prepare for permanent position. Write for booklet CM24, Standard Business Train'g Inst., Buffalo, N.Y.

A man can gain some new knowledge from the Standard Dictionary every day through *his whole life*—and then turn it over to his children for *their benefit.*

Classified Columns

PATENTS AND ATTORNEYS

PATENTS. Write for Free Illustrated Guide Book and Evidence of Conception Blank. Send model or sketch and description for our free opinion of its patentable nature. Highest References. Prompt Attention. Reasonable Terms. VICTOR J. EVANS & CO., 759 Ninth, Washington, D. C.

PROTECT YOUR RIGHTS.— Write for "Record of Invention" which contains forms to establish evidence of conception of your invention. Prompt, personal service. Preliminary advice without charge. J. Reaney Kelly, 732–F Woodward Bldg., Washington, D. C.

DON'T LOSE YOUR RIGHTS to patent protection. Sign and witness form "Evidence of Conception." This form book and information sent free. Lancaster & Allwine, 211 Ouray Bldg., Washington, D. C.

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

PATENTS AND ATTORNEYS

PATENT SENSE
"The Book for Inventors and Manufacturers."
FREE. Write LACEY & LACEY
651 F Street, N. W., Washington, D. C.
ESTABLISHED 1869

INVENTORS—DESIRING TO SECURE patents should write for our guide book, "How to Get Your Patent." Send model or sketch for our opinion of its patentable nature.
RANDOLPH & CO.
Dept. 415, Washington, D. C.

MODERN TENNIS

By P. A. Vaile, the International Tennis Authority. He deals in detail with every branch of the game—all the strokes, footwork, grip of the racket, singles and doubles, etc., etc. With 34 diagrams and 48 full-page photograph-plates of McLoughlin, Brookes, Williams, Wilding, etc., in action.

Cloth bound, $2.00; by mail, $2.16

FUNK & WAGNALLS COMPANY - New York

Some Consolation.—While wealth will not buy happiness it will purchase an imitation that is calculated to deceive anybody but an expert.—*Border Cities Star.*

Feminine from the Start.—EVE—"Adam, darling?"

ADAM—"What is it, Eve, dearest?"

EVE—"If you had had but one rib, would you have given it up for me?"—*Life.*

The Real Reason.—"John," asked the teacher, "what is a synonym?"

"A synonym," said John, "is the word you use when you can't spell the other one."—*The Watchman - Examiner (Philadelphia).*

Dad's View.—THE PASTOR—"So God has sent you two more little brothers, Dolly?"

DOLLY (brightly)—"Yes, and he knows where the money's coming from. I heard daddy say so."—*Tit-Bits.*

The Solitary Omission.—VISITOR—"You've left something out of this bill, Mrs. Smith."

SEASIDE LANDLADY—"Oh! what is that?"

VISITOR—"You haven't charged us for last week's fine weather."—*The Passing Show.*

Labor Trouble.—HIS BETTER-HALF—(regarding him from the bedroom window)—"Where you bin this hour of the night?"

"I've bin at me union, considerin' this 'ere strike."

"Well, you can stay down there an' consider this 'ere lockout."—*Tit-Bits.*

Submitted.—After a young lawyer had talked nearly five hours to a jury, who felt like lynching him, his opponent, a grizzled old veteran, arose, looked sweetly at the judge, and said:

"Your honor, I will follow the example of my young friend who has just finished, and submit the case without argument."—*Life.*

His Blessing.—A sergeant was so much given to using bad language on the parade-ground that some of the men complained and the C. O. interviewed him, and told him not to let it happen again.

The following morning the sergeant was in charge of a very ragged squad, and after keeping silence for a considerable time, he eventually burst out with:

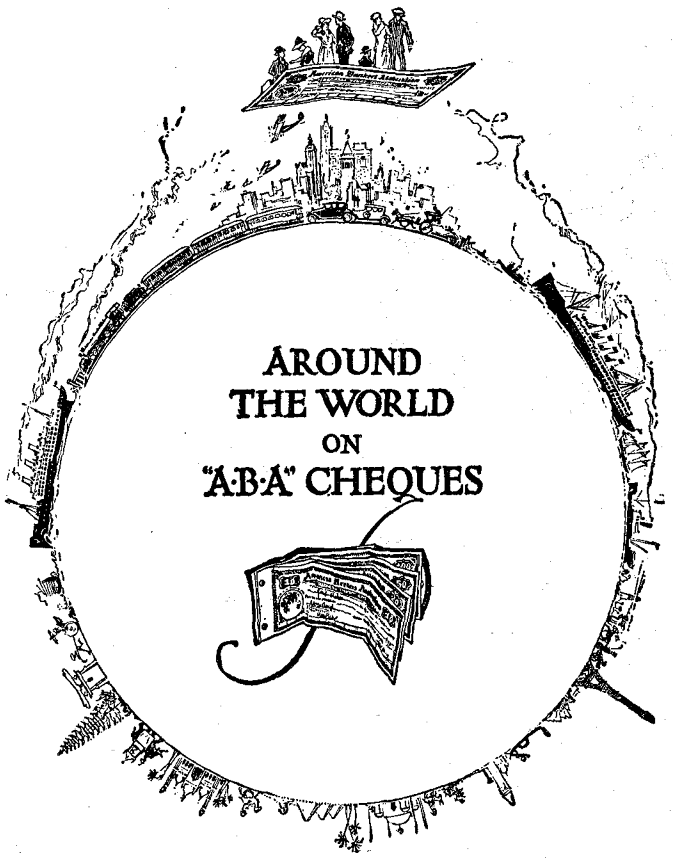
"Bless you, my pretty dears; you know what I mean."—*Tit-Bits.*

A Hopeless Case.—A doctor came up to a patient in a lunatic asylum, slapped him on the back, and said: "Well, old man, you're all right. You can run along and write your folk that you'll be back home in two weeks as good as new."

The patient went off gaily to write his letter. He had it finished and sealed, but as he was about to affix the stamp the latter slipt through his fingers to the floor, alighted on the back of a cockroach that was passing, and stuck. The patient hadn't seen the cockroach. What he did see was his escaped postage-stamp zigzagging aimlessly across the floor, and following a crooked trail up the wall and across the ceiling.

In depress silence he tore up the letter that he had just written and dropt the pieces on the floor.

"Two weeks!" he said. "I won't be out of here in three years."—*Tit-Bits.*

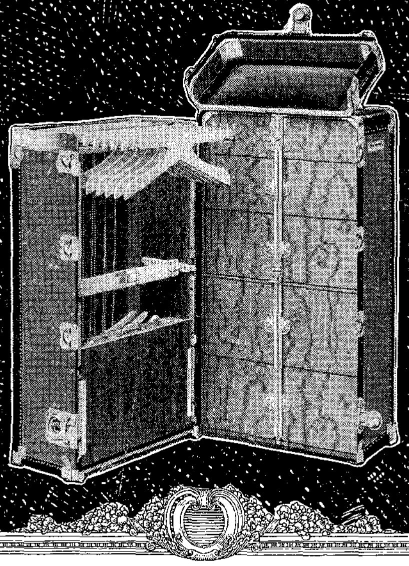


"A·B·A" American Bankers Association Cheques

"the BEST funds for tourists."

You can obtain them at most any bank in the United States and Canada. For full information write to Bankers Trust Company, New York City.

HARTMANN
TRADE-MARK

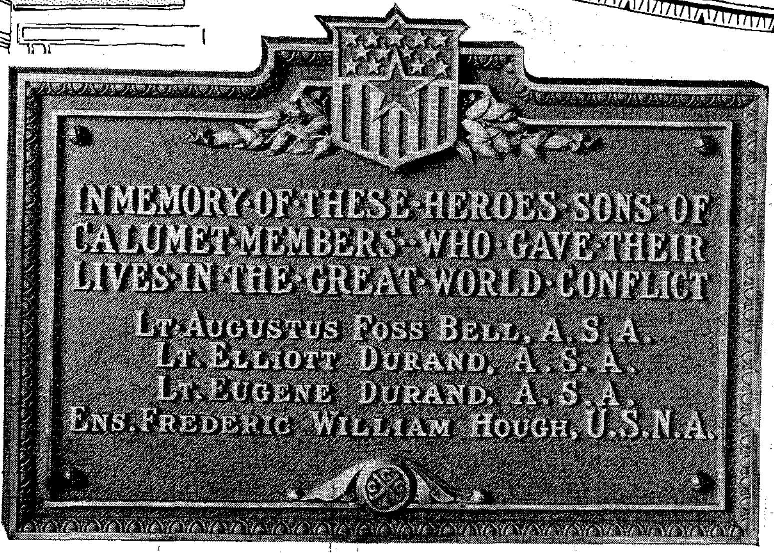


LIKE the best automobile tires, Hartmann Trunks go the most miles of hard travel service.

The baggage man has a hearty and respectful admiration for Hartmann Trunks—and *he* knows.

Wardrobe Trunks with the name Hartmann
A catalog sent you on request

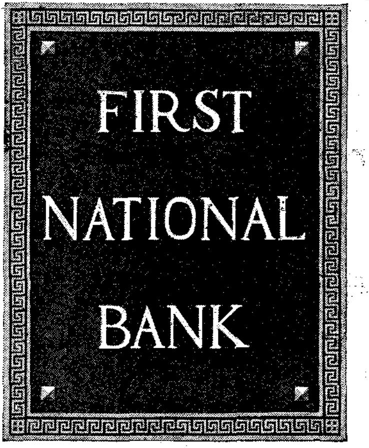
HARTMANN TRUNK COMPANY, Racine, Wis.


IN MEMORY OF THESE HEROES SONS OF
CALUMET MEMBERS WHO GAVE THEIR
LIVES IN THE GREAT WORLD CONFLICT
LT. AUGUSTUS FOSS BELL, A. S. A.
LT. ELLIOTT DURAND, A. S. A.
LT. EUGENE DURAND, A. S. A.
ENS. FREDERIC WILLIAM HOUGH, U.S.N.A.

Imperial Bronze Honor Roll

"Emblazoned in Imperial Bronze"

YOU are proud of the record made by your employees, your club members, your son, brother, husband or sweetheart in the recent war—make that record a permanent one by placing it on an Imperial Bronze Honor Roll or Tablet.


FIRST
NATIONAL
BANK

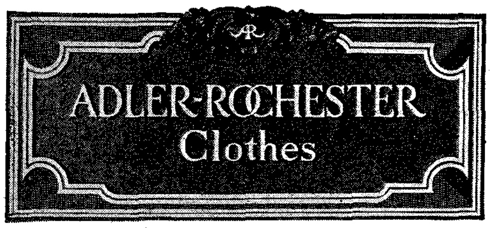
Imperial Cast Bronze Sign

Imperial Cast Bronze Signs

Combining beauty, permanence, dignity and distinction, Imperial Cast Bronze Signs attract attention in Banking Rooms, Offices, Stores and Public Buildings.

Imperial Cast Bronze Advertising Tablets

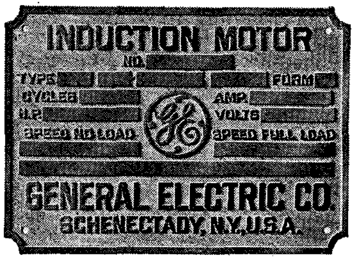
For commercial uses, there is no more compelling form of display sign, inside or out, than the Imperial Cast Bronze Advertising Tablet. With the polished letters and border standing out in relief against the black oxidized background, the effect is one of richness and marked contrast. It is gladly given a prominent place in the most exclusive store.


AR
ADLER-ROCHESTER
Clothes

Imperial Cast Bronze Advertising Tablet

Imperial Name Plates

Placed on any device or machine, Imperial Name Plates express the quality of the product. Made in a variety of designs, styles and sizes, there is practically no limit to your choice of selection.


INDUCTION MOTOR
NO.
TYPE
FORM
CYCLES
AMP.
H.P.
VOLTS
SPEED NO LOAD
SPEED FULL LOAD
GENERAL ELECTRIC CO
SCHENECTADY, N.Y. U.S.A.

Imperial Name Plate

Imperial Products

The quality of workmanship, material and finish is guaranteed to please the most exacting customer. Sketches and cost estimates sent free on request, without obligation on your part. When ordering, be sure to give desired wording, size over all of sign, etc.

Write for full information regarding any of the above Imperial Products, or any of those mentioned in the panel at the right.

The Imperial Brass Mfg. Company
1229 West Harrison Street, Chicago, Illinois

Imperial Products Include

- Oxy-Acetylene Welding and Cutting Equipment
- Lead Burning Outfits
- Carbon Burning Outfits
- Door Guards
- Kick Plates
- Pull and Push Bars
- Auto Accessories
- Watrous "Duojet" Closets
- Liquid Soap and Dispensers
- Self-Heating Iron
- Imp Flashlite Gun

Complete information given on all items in which you are interested.

IMPERIAL PRODUCTS